NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

$oldsymbol{\Lambda}$ IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS ALBEMARLE, NC STANLY COUNTYILS Rwy 22L1 NDB or GPS Rwv 22L2 NA when control tower closed. ¹ILS, Categories B,C, 800-2; Category D, 800-21/4. LOC, Category D, 800-21/4. ²Category D, 800-21/4. ANDERSON, SC ANDERSON RGNL ILS or LOC Rwy 5 RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 17 RNAV (GPS) Rwv 23 RNAV (GPS) Rwy 35 VOR Rwy 5 NA when local weather not available.

ASHEVILLE, NC

ASHEVILLE RGNLILS or LOC Rwy 1612 ILS or LOC Rwy 3412 RNAV (GPS) Rwy 1634 RNAV (GPS) Rwy 3435 RADAR-1.900-23/41

²ILS, Categories A,B,C, 800-2; Category D, 800-21/4. LOC, Category D, 800-21/4.

3NA when local weather not available.

¹NA when control tower closed.

⁴Categories A,B, 900-2; Category C, 900-21/2; Category D, 900-23/4.

5Categories A,B, 1000-2, Categories C, D, 1000-3.

BARNWELL, SC

BARNWELL RGNL RNAV (GPS) Rwy 17 NA when local weather not available.

BURLINGTON. NC

BURLINGTON-ALAMANCE

RGNL RNAV (GPS) Rwy 6 NA when local weather not available.

Category D, 800-21/4.

NAME

ALTERNATE MINIMUMS

CHARLESTON, SC

CHARLESTON AFB/INTL . ILS or LOC Rwy 151 ILS or LOC Rwv 331 RNAV (GPS) Rwy 32 RNAV (GPS) Rwy 152 RNAV (GPS) Rwy 212

> RNAV (GPS) Rwy 332 VOR/DME or TACAN Rwv 33 VOR/DME or TACAN Rwy 213

¹ILS, Category E, 700-2½. LOC, Category E, 800-21/2.

²Category E, 800-21/2.

3Category E. NA.

CHARLESTON

EXECUTIVE......ILS or LOC Rwy 9 RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 9 RNAV (GPS) Rwv 27

VOR-A

NA when local weather not available.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS

INTL ILS or LOC Rwy 23 ILS, Categories A,B,C,D, 700-2.

CLEMSON, SC

OCONEE COUNTY RGNL.. RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25

NA when local weather not available.

CLINTON, NC

SAMPSON COUNTY....... RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24 VOR/DME-A

NA when local weather not available

ALTERNATE MINS



NAME ALTERNATE MINIMUMS

COLUMBIA, SC

COLUMBIA

METROPOLITANILS or LOC Rwy 5¹

ILS or LOC Rwy 11²

ILS or LOC Rwy 29²

¹ILS, Categories A,B, 800-2; Category C, 8002½; Category D, 800-2½. LOC, Category C
800-2½; Category D, 800-2½.

²ILS, Categories C, D, 700-2.

CONCORD, NC

CONCORD RGNLILS or LOC Rwy 201 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 202

Category D, 800-21/2.

¹NA when control tower closed.

²NA when local weather not available.

CURRITUCK, NC

CURRITUCK

COUNTY RGNL RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23

NA when local weather not available.

DARLINGTON. SC

DARLINGTON COUNTY

JETPORT RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23

VOR/DME-A

NA when local weather not available.

EDENTON.NC

22 OCT 2009 to 19 NOV 2009

NORTHEASTERN RGNL LOC Rwy 19
RNAV (GPS) Rwy 1

RNAV (GPS) RWy 19

NA when local weather not available.

ELIZABETH CITY, NC

ELIZABETH CITY

CG AIR STATION/RGNL .ILS or LOC Rwy 10¹² RNAV (GPS) Rwy 10

NA when local weather not available. ¹ILS. Category D 700-2.

²ILS,LOC,NA when control tower closed.

ERWIN, NC

HARNETT

RGNL JETPORT LOC/DME Rwy 5

RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

NA when local weather not available.

NAME ALTERNATE MINIMUMS

FAYETTEVILLE, NC

FAYETTEVILLE RGNL/

GRANNIS FIELD LOC BC Rwy 221
RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 22 VOR Rwy 22

NA when local weather not available. ¹NA when control tower closed.

FLORENCE, SC

FLORENCE RGNLILS or LOC Rwy 912
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 27
VORorTACAN-A

NA when local weather not available.

1LS, Categories A,B,C, 700-2; Category D,
700-2½. LOC, Category D, 800-2½.

2NA when control tower closed.

FRANKLIN, NC

MACON COUNTY......RNAV (GPS)-A
NA when local weather not available.
Categories A, B, 1600-2; Category C, 1800-3.

GASTONIA. NC

GOLDSBORO.NC

GOLDSBORO-

WAYNE MUNI RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

VOR-A

NA when local weather not available.

GREENSBORO, NC

PIEDMONT TRIAD INTL ... RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32

NA when local weather not available.

GREENVILLE, NC

PITT-GREENVILLERNAV (GPS) Rwy 8
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 26

NA when local weather not available.

NAME

09295

RNAV (GPS) Rwy 23

RNAV (GPS) Rwv 23

RNAV (GPS) Rwy 23

RNAV (GPS) Rwy 21

ILS or LOC Rwy 36

RNAV (GPS) Rwy 22

RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 22

VOR Rwy 5

VOR Rwy 23²

VOR Rwy 4 VOR Rwy 22

VOR/DME-A

GREENVILLE.SC DONALDSON CENTER ILS or LOC Rwv 5 NA when local weather not available.

NA when control tower closed

ALTERNATE MINIMUMS

DOWNTOWN ILS or LOC Rwy 1123

RNAV (GPS) Rwv 124 RNAV (GPS) Rwv 1024 RNAV (GPS) Rwy 1924

RADAR-114 ¹NA when control tower closed

²NA when local weather not available. 3ILS, Category D. 700-2, LOC, Category D.

ALTERNATE MINS

800-21/4. 4Category D, 800-21/4.

GREENWOOD, SC

GREENWOOD

COUNTY NDB or GPS Rwy 27

VOR OR GPS Rwy 9 VOR Rwv 27 NA when local weather not available.

GREER.SC

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN ILS or LOC Rwy 4 RADAR-1

RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22

NA when local weather not available.

JACKSONVILLE, NC ALBERT J ELLIS ILS or LOC Rwy 5

RNAV (GPS) Rwy 5 NA when local weather not available.

OCT 2009 to 19 NOV 2009

JEFFERSON, NC ASHE COUNTY RNAV (GPS) Rwy 28 Categories A, B, 1100-2; Category C, 1100-3;

Category D, 1500-3. NA when local weather not available.

KINGSTREE, SC WILLIAMSBURG RGNL RNAV (GPS) Rwy 32 NA when local weather not available.

Category D, 1000-3.

KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS FIELD ILS Rwy 512 RNAV (GPS) Rwy 53 RNAV (GPS) Rwy 233

VOR Rwy 231

²Category D, 700-2.

¹NA when control tower closed.

³NA when local weather not available.

COUNTY RGNL RNAV (GPS) Rwv 5

NA when local weather not available.

LOUISBURG. NC

FRANKLIN COUNTY RNAV (GPS) Rwv 5

NA when local weather not available.

MONROE, NC

CHARLOTTE-

MONROE EXECUTIVE RNAV (GPS) Rwy 5

NA when local weather not available.

MORGANTON, NC

FOOTHILLS RGNL RNAV (GPS) Rwy 3

NA when local weather not available.

MYRTLE BEACH, SC

MYRTLE BEACH INTL ILS or LOC Rwy 181

ILS, Category D, 700-2. ¹NA when local weather not available

NEW BERN. NC COASTAL CAROLINA RGNL RNAV (GPS) Rwy 4

NEWBERRY, SC

NEWBERRY COUNTY NDB Rwy 22

NORTH MYRTLE BEACH, SC

GRAND STRANDILS Rwy 231

NA when control tower closed

NA when local weather not available.

NA when local weather not available.

¹ILS, Category D, 700-21/4. LOC, Category D,

800-21/4.

²Category D, 800-21/4.

	ALTERNATE MINS
•	

NAME ALTERNATE MINIMUMS ORANGEBURG, SC ORANGEBURG MUNI NDB Rwy 5 RNAV (GPS) Rwv 5

RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 35

NA when local weather not available. Category D. 800-21/4.

OXFORD, NC

HENDERSON-OXFORD LOC Rwy 6 NDB Rwv 6 RNAV (GPS) Rwy 6 RNAV (GPS) Rwv 24

NA when local weather not available.

RALEIGH/DURHAM.NC

RALEIGH-DURHAM

INTL ILS or LOC Rwv 5L1 ILS or LOC Rwy 5R1 ILS or LOC Rwy 23L2

> ILS or LOC Rwy 23R2 NDB Rwy 23L3

VOR Rwy 324

2ILS, Categories A,B, 800-2; Category C, 800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2.

3Category D, 800-21/4.

¹ILS, Category D, 700-2.

⁴Category C, 800-21/4; Category D, 800-21/2.

REIDSVILLE. NC

22 OCT 2009 to 19 NOV 2009

ROCKINGHAM COUNTY NO SHILOH NDB Rwy 31 RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31 NA when local weather not available.

ROANOKE RAPIDS, NC

HALIFAX-NORTHAMPTON RGNL RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20 VOR/DME Rwv 2

NA when local weather not available.

ROCK HILL, SC ROCK HILL/YORK CO/

BRYANT FIELD RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20

NA when local weather not available.

ROCKY MOUNT, NC

ROCKY MOUNT-

WILSON RGNL RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 VOR/DME Rwy 22

NA when local weather not available.

NAME ALTERNATE MINIMUMS ROXBORO, NC

PERSON COUNTY RNAV (GPS) Rwy 6

RNAV (GPS) Rwv 24 NA when local weather not available.

RUTHERFORDTON.NC RUTHERFORD CO/

MARCHMAN FIELD RNAV (GPS) Rwv 1 NA when local weather not available.

SHELBY, NC

SHELBY-CLEVELAND

COUNTY RGNL NDB Rwv 231 RNAV (GPS) Rwv 5

NA when local weather not available. ¹Category C, 800-21/4; Category D, 800-21/2.

STATESVILLE, NC

STATESVILLE RGNL RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 28

VOR/DME Rwy 10 NA when local weather not available.

SUMTER, SC

SUMTER RNAV (GPS) Rwy 51 RNAV (GPS) Y Rwy 23 RNAV (GPS) Z Rwy 23

NA when local weather not available ¹Category C, 800-21/4; Category D, 800-21/2.

WADESBORO.NC

ANSON COUNTY RNAV (GPS) Rwy 34 NA when local weather not available

WALLACE, NC

HENDERSON FIELD NDB Rwy 27 Category D. 800-21/2.

WASHINGTON, NC

WARREN FIELD RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 17 RNAV (GPS) Rwv 23 RNAV (GPS) Rwv 35

NA when local weather not available.

WHITEVILLE, NC

COLUMBUS COUNTY

MUNI NDB Rwy 6 RNAV (GPS) Rwy 6

NA when local weather not available.



NAME ALTERNATE MINIMUMS WILMINGTON, NC

WILMINGTON INTL .. ILS or LOC/DME Rwy 612 ILS or LOC/DME Rwy 2412

ILS Rwy 3523 RADAR-13

RNAV (GPS) Rwy 61

RNAV (GPS) Rwy 171 RNAV (GPS) Rwy 241

RNAV (GPS) Rwy 351 ¹NA when local weather not available.

²Category D, 700-2.

³NA when control tower closed.

WINSTON-SALEM, NC

SMITH REYNOLDS ILS or LOC Rwy 3312 RNAV (GPS) Rwy 1534

RNAV (GPS) Rwy 3335 VOR/DME Rwy 155

¹NA when control tower closed.

²ILS,Categories B,C, 700-2,Category D,

800-21/2. LOC, Category D, 800-21/2.

³NA when local weather not available.

4Category D, 800-21/4.

5Category D, 800-21/2.

ASHEVILLE, NC Amdt. 5A. NOV 18, 1998 (FAA) **ELEV 2165**

ASHEVILLE RGNL

RADAR- 124.65 269.575 😿 🛕

HAT/ HAT/ DA/ HATh/ DA/ HATh/ RWY GS/TCH/RPI CAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-VIS ASR **2800**/24 660 (700-1/2) 2800/60 660 (700-11/4) AB C D **2800**-1½ 660 (700-1½) 3000/60 835 (900-11/4) 16 Α 3000/50 835 (900-1) В 3000-23/4 835 (900-23/4) C **3000**-2½ 835 (900-2½) D CIRCLING Α 3000-1 835 (900-1) В 3000-11/4 835 (900-11/4) С **3000**-2½ 835 (900-2½) D 3000-234 835 (900-234)

Circling not authorized west of Rwv 16-34. Night circling not authorized.

BEAUFORT, SC Amdt. 3A, NOV 20, 2008 (FAA) ELEV 10 BEAUFORT COUNTY

ASR

RADAR-1 118.45 292.125 RWY GS/TCH/RPI

HAT/ HAT/ DA/ HATh/ DA/ HATh/ CAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-VIS

25 ABC 440-11/4 430 (500-11/4) 500-11/4 **500**-1½ 490 (500-1½) CIRCLING AB 490 (500-11/4) С

Use Beaufort MCAS/Merritt Field altimeter setting. When Beaufort Class D not in effect, procedure NA.

BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (08325 USN)

RADAR -	(E) 123.7x	298.875x 317.775x 3	323.275x 372	.0x 379.275		
				DH/	HAT/ HATh/	
	<u>RWY</u>	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR ¹	23 ²⁵	3.0°/44/821	ABCDE	116-1/4	100	(100-1/4)
	32	3.0°/40/771	ABCDE	125-1/2	100	(100-1/2)
	14	3.0°/40/768	ABCDE	132-1/2	100	(100-1/2)
	5 ²⁵	3.0°/38/779	ABCDE	137-1/4	100	(100-1/4)
PAR ¹						, ,
W/O GS	234		ABCDE	320-¾	304	(300-3/4)
	5⁴		ABCDE	360-1	323	(400-1)
	14		ABCDE	380-11/4	348	(400-11/4)
	32 ⁶		ABCDE	380-11/4	355	(400-11/4)
ASR	23³		AB	360-1/2	344	(400-1/2)
			CDE	360-¾	344	(400-3/4)
	5 ⁷		AB	440-¾	403	(500-3/4)
			CD	440-1	403	(500-1)
			E	440-11/4	403	(500-11/4)
	14		ABC	420-1	388	(400-1)
			DE	420-11/4	388	(400-11/4)
	32		AB	520-1	495	(500-1)

С

D

F

AB

С

D

F

С

D

AB

520-11/4

520-11/2

520-13/4

500-11/4

500-11/2

720-21/2

520-11/4

520-11/2

600-2

600-2

495

495

495

463

463

563

683

483

483

563

E 720-2½ 683 (700-2½)

¹No-NOTAM MP 1200-2000Z++ Sat. ²When ALS inop, increase vis CAT ABCDE to ½ mile.
³When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1½ miles.
⁴When ALS inop, increase vis CAT ABCDE to 1½ miles.
⁵CAUTION: PAR and VGSI not coincident.
⁵Cross 2 NM from touchdown, 600 min alt.
¬When ALS inop, increase vis CAT AB to 1 mile,CAT CD to 1½ miles.CAT E to 1½ miles.

BOGUE MCALF (KNJM), NC (07270 USA)

CIR

5, 14, 23

32

ELEV 22

(500-11/4)

 $(500-1\frac{1}{2})$

 $(500-1\frac{3}{4})$

 $(500-1\frac{1}{4})$

 $(500-1\frac{1}{2})$

 $(700-2\frac{1}{2})$

(500-11/4)

 $(500-1\frac{1}{2})$

(600-2)

(600-2)

ELEV 37

RADAR ¹ - (E) 328.4 119.5x 361.2x 341.3x 336.4x 336.5x 363.6x ▼

					HAT/	
				DH/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR	23 ²	3.0°/37/706	ABCDE	271-1	250	(300-1)

¹RADAR svc avbl by PPR only, during sked field hrs, ctc ATC DSN 582-0697, C252-466-0697 for PPR. ²CAUTION: 20:1 visual area penetrated. Procedure NA at night.

CHERRY POINT MCAS (KNKT), (CUNNINGHAM FLD) NC(09239 USN) ELEV 29

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x ▼
HAT/

				DH/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR	32L ^{1 3}	3.0°/36/668	ABCDE	126-1/4	100	(100-1/4)
	23R	3.0°/55/1051	AB	273-¾	250	(300-3/4)
			CDE	273-1	250	(300-1)
	14L³	3.0°/40/763	ABCDE	126-1/2	100	(100-1/2)
	5R³	3.0°/39/733	ABCDE	127-1/2	100	(100-1/2)
ASR	32L ²		AB	340-1/2	314	(400-1/2)
			CDE	340-3/4	314	(400-3/4)
	23R⁴		ABCDE	360-1	337	(400-1)
	5R		AB	440-1	413	(500-1)
			CD	440-11/4	413	(500-11/4)
			E	440-11/2	413	(500-1½)
	14L		AB	440-1	414	(500-1)
			С	440-11/4	414	(500-11/4)
			DE	440-11/2	414	(500-1½)
CIR	All Rwys		AB	520-1	491	(500-1)
	•		С	540-11/2	511	(600-1½)
			DE	580-2	551	(600-2)

¹When ALS inop, increase vis CAT ABCDE to ½ mile. ²When ALS inop, increase vis CAT ABCDE to 1 mile.³CAUTION: PAR RPI and PAPI RRP are not coincident. ⁴When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1½ miles.

COLUMBIA. SC Amdt. 12. SEP 24. 2009 (FAA) ELEV 236

ΗΔΤ/

ΗΔΤ/

HAT/

ELEV 146

COLUMBIA METROPOLITAN

RADAR- 133.4 285.6 124.15 338.2 \(\overline{V} \)

				11/1/1/			11/1/1/
			DA/	HATh/		DA/	HATh/
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS
ASR	5	AB	700/24	472 (500-1/2)	С	700 /40	472 (500-3/4)
		D	700 /50	472 (500-1)			
	11	AB	680 /24	444 (500-1/2)	С	680 /40	444 (500-3/4)
		D	680 /50	444 (500-1)			
	29	AB	720 /24	493 (500-1/2)	С	720 /40	493 (500-3/4)
		D	720 /50	493 (500-1)			
	23	AB	680 /50	467 (500-1)	С	680 /60	467 (500-11/4)
		D	680-11/2	467 (600-11/2)			
CIRCLING	G	AB	740 -1	504 (600-1)	С	840-134	604 (700-13/4)
		D	880 -2	644 (700-2)			

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

COLUMBIA, SC Amdt. 2, OCT 22, 2009 (FAA) **ELEV 193** JIM HAMILTON L.B. OWENS

RADAR-1 133.4 **▼** ∧NA

CIRCLING**

			DAI	TAIII/		DAI	TAIN/	
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS	,
ASR	31	AB	720-11/4	535 (600-11/4)	С	720 -1½	535 (600-11/2)	
		D	720-13/4	535 (600-13/4)				
CIRCLING	3	NA						
Use Columbia Metropolitan altimeter setting. Visibility reduction by helicopters NA.								

HAT/

Lost Communications (All Rwys): As directed by ATC on initial contact.

FLORENCE, SC AMDT 1, MAR 12, 2009 (FAA) FLORENCE RGNL

RADAR-1 118 6 341 7 135 25 316 15 ₩ Λ NA

	V 🕰									
			DA/	HAT/ HATh/		DA/	HAT/ HAT			
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS		
ASR	1	ABC	480 -1	346 (400-1)	D	480-11/4	346	(400-11/4)		
	9*	AB	680-1/2	534 (600-1/2)	С	680 -1	534	(600-1)		
		D	680-11/4	534 (600-11/4)						
	19**	AB	860 -1	717 (800-1)	С	860 -2	717	(800-2)		
		D	860-21/4	717 (800-21/4)						
	27	AB	560 -1	421 (500-1)	CD	560-11/4	421	(500-11/4)		
CIRCLIN	IG	AB	640 -1	494 (500-1)	С	640-11/2	494	(500-11/2)		
		D	740 -2	594 (600-2)						
CIRCLING*		AB	680 -1	534 (600-1)	С	680-11/2	534	(600-11/2)		
		D	740 -2	594 (600-2)						

860-2¼ 714 (800-2¼)

714 (800-1)

860-2

714 (800-2)

860-1

AB

D

GREENVILLE. SC Amdt. 13A. SEP 25. 2008 (FAA)

ELEV 1048

HAT/

GREENVILLE DOWNTOWN RADAR- 118.8 385.4 \(\overline{V} \)

DAI HATh/ DAI HATh/ RWY GS/TCH/RPI MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-VIS CAT **1480**-1½ 465 (500-1¼) ASR ABC **1480**-1¼ 465 (500-1¼) D CIRCLING AR **1620**-1¼ 572 (600-1¼) С **1620**-1% 572 (600-1%) П 1740-21/4 692 (700-21/4)

HAT/

Alternate minimums: Standard, except CAT D 800-21/4, NA when control tower closed.

GREER. SC

ASR

CIRCLING

GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN

RADAR- 118.8 385.4 🕡 🛕

RWY GS/TCH/RPI 22

4

CAT ABC

ABC

AR

D

DAI

1340/40

1420/40

1520-2

Amdt. 6. SEP 1. 2005 (FAA)

HAT/ HATh/ 376 (400-3/4)

1420-1¼ 456 (500-1¼)

MDA-VIS HAA CEIL-VIS

471 (500-3/4)

556 (600-2)

D

D

C

DAI 1340/50

1420/50

HAT/ HATh/ CAT MDA-VIS HAA CEIL-VIS

1420-11/2 456 (500-11/2)

376 (400-1)

471 (500-1)

ELEV 964

When APP CON closed, ASR NA. For inoperative MALSR, increase S-22 Category D visibility to RVR 6000.

If local altimeter setting not received use Greenville Downtown altimeter setting and increase all MDAs 40 feet.

MC ENTIRE JNGB (MMT), SC (Eastover) (Orig 09295 USAF) RADAR12 125.4 385.6 143.55 281.525 316.4x 269.05x T



ELEV 252

HAT/ DH/ HATh/ RWY GS/TCH/RPI CAT MDA-VIS HAA **CEIL-VIS** PAR³ 32 2.5°/52/1169 ABCDE 443/24 200 $(200-\frac{1}{2})$ ASR⁴ 32 AB 640-1/2 397 $(400-\frac{1}{2})$ CD 640-3/4 397 $(400-\frac{3}{4})$ Е 640-1 397 (400-1)CIR 32 Α 588 840-1 (600-1)

В

С

approach, attempt contact with McEntire Tower on 253.5 or 132.4 and proceed VFR. If unable, proceed with TACAN/ILS/VOR/NDB approach, maintain 2000 until established on/over fix/ NAVAID/approach procedure. ²Remain within 4 NM of MMT VORTAC to avoid R-6001; if unable, expect 10 minute delay for activation. When ALS inop, increase RVR to 40 and vis to \(^3\)4 mile. 4When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 11/2 miles CAT F vis to 11/2 miles

D Ε 860-1 880-13/4 880-2 1020-23/4

 $(700-1\frac{3}{4})$ (700-2) $(800-2\frac{3}{4})$ 1lf no transmissions are received for one minute in the pattern or five/fifteen seconds on final

(700-1)

NEW BERN, NC Amdt. 2B. JUL 2, 2009 (FAA)

ELEV 19

COASTAL CAROLINA RGNL

RADAR- 119.35 374.9 😿

			DA/	HAT/		HAT/		
	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HATh <i>l</i> HAA CEIL-VIS	CAT	DA/ MDA-VIS	HATh <i>l</i> HAA CEIL-VIS	
ASR	4	ABC	400 -1	383 (400-1)	D	400-11/4	383 (400-11/4)	
	22	AB	540 -1	525 (600-1)	С	540 -1½	525 (600-11/2)	
		D	540-13/4	525 (600-13/4)				
CIRCLING	3	AB	560 -1	541 (600-1)	С	560-11/2	541 (600-1½)	
		D	580 -2	561 (600-2)				

When Cherry Point MCAS control zone not in effect: 1. Procedure not authorized. 2. Alternate minimums not authorize

NEW RIVER MCAS (KNCA), (MC CUTCHEON FLD) NC (Jacksonville) (08325 USN) RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875 ELEV 26

				DH/	HAT/ HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR	1 ¹	3.0°/45/877	ABCD	124-1/4	100	(100-1/4)
	5 ¹	3.0°/35/646	ABCD	126-1/4	100	(100-1/4)
	19	3.0°/41/750	ABCD	123-1/2	100	(100-1/2)
	23	3.0°/36/655	ABCD	125-1/2	100	(100-1/2)
PAR						
W/O GS	5 ²		ABCD	400-1	374	(400-1)
	1 ²		ABCD	400-1	376	(400-1)
	23		ABCD	420-11/4	395	(400-11/4)
	19		ABCD	420-11/4	397	(400-11/4)
ASR	5³		ABC	380-¾	354	(400-¾)
			D	380-1	354	(400-1)
	23		AB	440-1	415	(500-1)
			CD	440-11/4	415	(500-11/4)
	19		AB	440-1	417	(500-1)
			CD	440-11/4	417	(500-11/4)
CIR ASR	All Rwy		AB	500-1	474	(500-1)
			С	500-11/2	474	(500-1½)
			D	580-2	554	(600-2)
CIR PAR						
W/O GS	All Rwy		AB	500-11/4	474	(500-11/4)
			С	500-11/2	474	(500-1½)
			D	580-2	554	(600-2)

¹When ALS inop, increase vis to ½ mile. 2When ALS inop, increase vis CAT ABCD to 1¼ miles.

³When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 11/4 miles.

SIMMONS AAF (KFBG), NC (Fort Bragg) (08353 USA)

ELEV 244

CEIL-VIS

(200-1/2)

NA

HAT/

NA

RADAR¹ - (E) 120.8 124.2 257.65 284.675 🔻

					ПАП	
				DH/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	<u>HAA</u>	
PAR	27	3.0°/36/628	ABC	428-1/2	200	

¹Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.

WILMINGTON, NC

Amdt. 6C, NOV 20, 2008 (FAA)

D

NA

ELEV 32

WILMINGTON INTL

RADAR- 118.25 135.75 284.65 346.35 🔻 🛕

			DA/	HATI HAThI			HAT/ DA/ HATh/		
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	17	ABC	460-11/4	428 (500-11/4)	D	460-11/2	428	(500-1½)
	24	ABC	460-11/4	433 (500-11/4)	D	460-11/2	433	(500-11/2)
		ABC	480-11/4	451 (500-11/4)	D	480-11/2	451	(500-11/2)
	35	AB	540 /40	509 (600-3/4)	CD	540 /50	509	(600-1)
CIRCLIN	G	AB	540-11/4	508 (600-11/4)	С	540 -1½	508	(600-11/2)
		D	640 -2	608 (700-2)				

When control tower closed procedure not authorized.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

INSTRUMENT APPROACH PROCEDURE CHARTS

FIFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS

AIKEN. SC

AIKEN MUNI (AIK) AMDT 1 08045 (FAA)

> TAKE-OFF MINIMUMS: Rwy 1,200-114 or std. w/min. climb of 220' per NM to 800, or alternatively, with std. takeoff min, and a normal 200' NM climb gradient, takeoff must occur no later than 1400' prior to departure end of

DEPARTURE PROCEDURE: Rwy 19, climb heading 186° to 1100 before turning west.

NOTE: Rwy 1, terrain 74' from departure end of runway, 9' left of centerline, 496' MSL, Numerous trees beginning 169' from departure end of runway, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from departure end of runway, 1,609' left of centerline, up to 100' AGL/ 649' MSL. Terrain beginning 75' from departure end of runway, 246' right of centerline up to 496' MSL. Numerous trees beginning 1322' from departure end of runway, 241' right of centerline, up to 100' AGL/609' MSL. Rwy 7, terrain beginning 51' from departure end of runway, 207' right of centerline up to 499' MSL. Numerous trees beginning 1230' from departure end of runway, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1601' from departure end of runway, 731' left of centerline, up to 56' AGL/563' MSL.

NAME

TAKE-OFF MINIMUMS

AIKEN MUNI (CON'T)

Rwy 19, numerous trees beginning at departure end of runway, 110' right of centerline, up to 100' AGL/629' MSL. numerous trees beginning 6' from departure end of runway, 82' left of centerline, up to 100' AGL/639' MSL. Rwy 25, tree 1244' from departure end of runway, 766' right of centerline, 73' AGL/572' MSL. Tree 1506' from departure end of runway, 661' left of centerline, 72' AGL/561'MSL.

ALBEMARLE, NC

STANLY COUNTY (VUJ) ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 4L, 22R, NA-VFR runway, Rwy 4R, 300-11/2 or std, w/min, climb of 297' per NM to 1000.

NOTE: Rwy 4R, trees 1.25 NM from DER, 2078' left of centerline, 100' AGL/859' MSL. Powerlines 1.1 NM from DER left to right of centerline 78' AGL/799' MSL. Rwy 22L, multiple trees beginning 196' from DER, 249' right of centerline, 100' AGL/709' MSL. Multiple trees beginning 847' from DER, 648' left of centerline, 100' AGL/699' MSL.

$\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ANDERSON SC

ANDERSON RGNI

NOTES: Rwy 5, multiple trees beginning 1282' from departure end of runway 172' right of centerline up to 93' AGL/879' MSL. Multiple trees beginning 85' from departure end of runway, 299' left of centerline, up to 89'AGL/878' MSL. Rwv 17. multiple trees beginning 1017' from departure end of runway, 25' right of centerline up to 73' AGL/800' MSL. Multiple trees beginning 3' from departure end of runway, 47' left of centerline, up to 77' AGL/820' MSL, Rwv 23, transmission line tower and multiple trees beginning 1186' from departure end of runway, 552' left of centerline, up to 100' AGL/890' MSL. Rwv 35. multiple trees beginning 131' from departure end of runway, 279' right of centerline, up to 87' AGL/854' MSL. Ceilometer and tree beginning 257' from departure end of runway. 319' left of centerline, up to 73' AGL/820' MSL.

ANDREWS, NC

WESTERN CAROLINA RGNL

TAKE-OFF MINIMUMS: Rwvs 8, 26, max, 180 KIAS 3400-2, max, 210 KIAS 3400-21/2, max, 250 KIAS 3400-3. DEPARTURE PROCEDURE: Rwvs 8.26. procedure NA at night. Remain within 3 NM of Andrews-Murphy Airport while climbing in visual conditions to cross airport westbound at or above 4900. Then climb to 7000 via heading 251° and HARRIS (HRS) VORTAC R-356 to HRS VORTAC before proceeding on course.

ANDREWS.SC

ROBERT F SWINNE

TAKE-OFF MINIMUMS: Rwv 18, 300-1, Rwv 36, 400-1. DEPARTURE PROCEDURE: Rwv s18.36, climb runway heading to 500 before turning left.

NOTE: Rwv 18. tower 165' from departure end of runway. 500' right of centerline, 118' AGL/145' MSL. Tree 630' from departure end of runway, 350' left of centerline, 87' AGL/114' MSL. Water tank 340' from departure end of runway, 1040' right of centerline, 129' AGL/156' MSL. Rwv 36, tree 60' from departure end of runway, 500' left of centerline, 67' AGL/85'MSL. Tree 10' from departure end of runway, 210' right of centerline, 55' AGL/73' MSL. Tree 10' from departure end of runway, 190' left of centerline, 32' AGL/50' MSL. Tree 720' from departure

ASHEBORO, NC

ASHEBORO RGNL

TAKE-OFF MINIMUMS: Rwv 3. std. with a min. climb of 230' per NM to 1200. Rwy 21, 400-2 or std. with a min. climb of 340' per NM to 1200

end of runway, 265' right of centerline, 34' AGL/61' MSL.

DEPARTURE PROCEDURE: Rwv 21. climb runwav heading to 1500 before turning southeast.

ASHEVILLE, NC

ASHEVILLE RGNL (AVL) AMDT 8 09127 (FAA)

TAKE-OFF MINIMUMS: Rwv 16. std. with a min. climb of 360' per NM to 6100, or 3300-3 for climb in visual conditions Rwv 34, std with a min_climb of 380' per NM to 5700, or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 16, climb direct BRA NDB, climb in holding pattern; hold South, right turns. 344° inbound to cross BRA NDBat or above 6100 before proceeding on course or for climb in visual conditions: cross Asheville Ranl Airport southbound at or above 5300 MSL direct BRA NDB before proceeding on course, NOTE: climb in visual NA at night, Rwv 34. climb direct KEANS (IM) LOM, climb in holding pattern: hold North left turns 164° inhound to cross KEANS LOMator above 7000 before proceeding on course or for climb in visual conditions: cross Asheville Ranl Airport northbound at or above 5300 MSL direct KEANS LOM before proceeding on course. Note: climb in visual NA at night

NOTE: Rwv 16, tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL, Rwv 34, tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL, Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSI

BARNWELL.SC

BARNWELL RGNI

TAKE-OFF MINIMUMS: Rwv 17. 300-21/2 or std. w/min. climb of 241' per NM to 800. DEPARTURE PROCEDURE: Rwv 17. climb heading

165° to 1100 before turning, Rwy 23, climb heading 230° to 1100 before turning south. NOTE: Rwy 5, trees beginning 1959' from departure end

of runway, 506' right of centerline, up to 100' AGL/329' MSL. Trees beginning 2458' from departure end of runway, 440' left of centerline, up to 100' AGL/359' MSL. Rwy 17, trees beginning 3225' from departure end of runway, 1092' right of centerline, up to 100'AGL/339' MSL. Tower 1.9 NM from departure end of runway, 3064' left of centerline, 366' AGL/544' MSL. Rwy 23, trees beginning 717' from departure end of runway, 237' right of centerline, up to 100' AGL/339' MSL. Trees beginning 971' from departure end of runway, 254' left of centerline, 100' AGL/349' MSL. Tree 2933' from departure end of runway, 559' left of centerline, 100' AGL/319' MSL. Rwv 35. trees beginning 948' from departure end of runway, 570' left of centerline, up to 100' AGL/349' MSL. Trees beginning 2805' from departure end of runway, 440' right of centerline, up to 100' AGL/ 359'MSL.

BEAUFORT, NC

MICHAEL J. SMITH FIELD

TAKE-OFF MINIMUMS: Rwy 21, 300-1 or std. with a min. climb of 500' per NM to 500.

NOTE: Rwy 21, tower 2831' from departure end of runway, 926' left of centerline, 162' AGL/172' MSL.

$\overline{f V}$ take-offminimumsand(obstacle)departureprocedures

BEAUFORT, SC

BEAUFORT COUNTY

DEPARTURE PROCEDURE: Rwv 7. climb runway heading to 1700 before turning right. Rwy 25, climb runway heading to 300 before turning right.

NOTE: Rwv 25. tree 1100' from departure end of runway. 70' left of centerline, 40' AGL/50' MSL. Powerline 1000' from departure end of runway on centerline 30' AGL/ 35' MSI

BENNETTSVILLE, SC MARI BORO COUNTY JETPORT-H F AVENT

FIELD (BBP)

ORIG 09155 (FAA)

NOTE: Rwv 6, trees beginning 383' from DER, 425' left of centerline, up to 100' AGL/249' MSL, Trees beginning 667' from DER, 420' right of centerline, up to 100' AGL/ 249' MSL. Rwv 24. trees beginning 653' from DER. 570' left of centerline, upt o 100' AGL/239' MSL. Trees beginning 866' from DER, 422' right of centerline, up to 100' AGI /239' MSI

BOGUE MCALF (KNJM)

SWANSBORO, NC

TAKE-OFF OBSTACLES: Rwv 05. Trees, 82' MSL (60' AGL) 1253' from DER, 257' left of centerline. Rwy 23. Trees. 90' MSL (70' AGL), 540' from DER. 439' right of centerline, Trees, 90' MSL (70' AGL). 540' from DER, 439' right of centerline. Trees, 90' MSL (70' AGL), 608' from DER, 54' right of centerline.

BURLINGTON.NC

BURLINGTON-ALAMANCE RGNL

DEPARTURE PROCEDURE: Rwv 6. climb runwav heading to 1200 before turning left.

CAMDEN. SC

WOODWARD FIELD

TAKE-OFF MINIMUMS: Rwy 6, 200-11/4 or std. w/min. climb of 362' per NM to 700.

NOTE: Rwv 6, light 184' from departure end of runway. 500' right of centerline, 27' AGL/316' MSL. Trees beginning 867' from departure end of runway, 113' right of centerline, up to 83' AGL/373' MSL. Trees beginning 736' from departure end of runway, 256' left of centerline, up to 100' AGL/419' MSL. Water tank 5407' from departure end of runway, 1852' left of centerline, 168' AGL/487' MSL, Rwv 14, trees and terrain beginning 90' from departure end of runway, 68' left of centerline, up to 100' AGL/409' MSL. Trees and terrain beginning 159' from departure end of runway, 148' right of centerline, up to 100' AGL/399' MSL. Rwy 24, trees beginning 137' from departure end of runway, 413' right of centerline, up to 100' AGL/338' MSL. Trees beginning 234' from departure end of runway, 389' left of centerline, up to 100' AGL/347' MSL. Rwv 32, trees beginning 3059' from departure end of runway, 455' right of centerline, up to 100' AGL/449' MSL. Tree 5066' from departure end of runway, 858' left of centerline, 100' AGL/429' MSL.

CHAPEL HILL. NC

HORACE WILLIAMS

DEPARTURE PROCEDURE: Rwv9, climb heading 090° to 1400 before turning southwest Rwy 27, climb heading 270° to 2400 hefore turning south NOTE: Rwv 9, trees 1084' from departure end of runway 250' left of centerline, 82' AGL/551' MSL. Trees 785' from departure end of runway 401' right of centerline

56' AGL/520' MSL Rwy 27, trees 200' from departure end of runway 240' left of centerline 43' AGL /542' MSL

CHARLESTON, SC

CHARLESTON AFB/INTL (CHS) AMDT 6 08045 (FAA)

NOTE: Rwv 3, multiple trees beginning 1157' from departure end of runway, 184' left of centerline, up to 77' AGI /111'MSI Electrical equipment microwave tower and multiple trees beginning 102' from departure end of runway, 58' right of centerline, up to 104' AGL/136' MSL. Rwv 15, multiple trees beginning 213' from departure end of runway, 413' left of centerline, up to 93' AGL/107' MSL. Multiple trees beginning 200' from departure end of runway, 378' right of centerline, up to 42' AGL/66' MSL. Rwv 21, multiple trees beginning 42' from departure end of runway, 142' left of centerline, up to 92' AGL/111' MSL. Multiple trees beginning 1057' from departure end of runway, 199' right of centerline, up to 95' AGL/114' MSL. Rwy 33, trees 1797' from departure end of runway, 953' right of centerline, 84' AGL/128'

CHARLESTON EXECUTIVE

DEPARTURE PROCEDURE: Rwv 22, climb to 700 before turning west.

CHARLOTTE. NC

CHARLOTTE/DOUGLAS INTL (CLT)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: Rwv 5, climb heading 055° to 1700 before turning right, Rwv 36C, climb heading 003° to 1400 before turning left.

NOTE: Rwv 5, multiple trees beginning 1031' from departure end of runway, 480' left of centerline, up to 127' AGL/856' MSL, Rwy 18L, tower and pole beginning 981' from departure end of runway, 708' left of centerline, up to 160' AGL/850' MSL. Multiple trees beginning 1235' from departure end of runway, 707' right of centerline, up to 48' AGL/767' MSL. Rwy 18C, multiple trees beginning 1688' from departure end of runway, 735' left of centerline, up to 108' AGL/787' MSL, Multiple trees beginning 3251' from departure end of runway, 995' right of centerline, up to 102' AGL/841' MSL, Rwy 23, multiple trees beginning 3493' from departure end of runway, 198' left of centerline, up to 99' AGL/818' MSL. Multiple trees beginning 1491' from departure end of runway. 603' right of centerline, up to 74' AGL/823' MSL. Rwy 36C, multiple trees beginning 1937' from departure end of runway, 725' left of centerline, up to 54' AGL/823' MSL. Multiple trees beginning 1420' from departure end of runway, 309' right of centerline, up to 104' AGL/823' MSL. Rwy 36R, pole and multiple trees beginning 921' from departure end of runway, 416' left of centerline, up

to 94' AGL/853' MSL. Railroad, antenna, multiple poles and trees beginning 471' from departure end of runway, 93' right of centerline, up to 96' AGL/855' MSL.

09295

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

$\overline{f V}$ take-offminimumsand (obstacle) departure procedures

CHERAW SC

CHERAW MUNI/LYNCH BELLINGER FIELD

NOTE: Rwv 8 multiple trees 465' from departure end of runway 176' right of centerline up to 100' AGI /279' MSL. Power lines 845' from departure end of runway. 501' left of centerline, 65' AGL/243' MSL. Multiple trees 2407' from departure end of runway, 11' left of centerline. up to 100' AGL/279' MSL. Rwy 26, trees 1089' from departure end of runway, 213' left of centerline, up to 100' AGL/389' MSL. Trees 1467' from departure end of runway, 63' right of centerline, up to 100' AGL/379' MSL. Power lines 2066' from departure end of runway 186' right of centerline, 65' AGL/243' MSL.

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NC 08073

Rwv 5R.14L.23R.32L: Diverse departures not authorized

TAKE-OFF OBSTACLES: Rwv 5L: Tree, 2765' from DER, 985' left of centerline, 91' MSL: Tree, 2414' from DER, 974' left of centerline, 87' MSL: Tree, 1470' from DER, 838' left of centerline, 85' MSL: Tree, 686' from DER, 678' left of centerline, 62' MSL: Tree, 1074' from DER, 497' left of centerline, 54' MSL: Tree, 780' from DER, 566' left of centerline, 50' MSL. Rwv 14R: Tree, 960' from DER, 727' left of centerline, 47' MSL.

CHESTER.SC

CHESTER CATAWBA RGNL (DCM) ORIG 09015 (FAA)

NOTE: Rwy 5, trees beginning 383' from departure end of runway, 180' left of centerline up to 100' AGL/719' MSL, Rwv 17, trees beginning 54' from departure end of runway, 289' left of centerline up to 100' AGL/739' MSL. Trees beginning 164' from departure end of runway, 291' right of centerline up to 100' AGL/739' MSL. Rwy 23, trees beginning 163' from departure end of runway, 379' right of centerline up to 100' AGL/729' MSL. Trees beginning 3229' from departure end of runway, 726' left of centerline up to 100' AGL/779' MSL. Rwy 35, vehicle on road 761' from departure end of runway, 684' left of centerline up to 15' AGL/734' MSL. Trees beginning 321' from departure end of runway, 684' right of centerline up to 100' AGL/761' MSL.

CLEMSON, SC

OCONEE COUNTY RGNL

DEPARTURE PROCEDURE: Rwy 25, climb heading 252° to 1900 before turning right.

NOTE: Rwv7. multiple trees beginning 25' from departure end of runway, 185' right of centerline, up to 100' AGL/923' MSL. Multiple trees beginning 35' from departure end of runway, 184' left of centerline, up to 100' AGL/912' MSL. Rwy 25, multiple trees and poles beginning 109' from departure end of runway, 2' right of centerline, up to 100' AGL/960' MSL. Multiple trees and poles beginning 123' from departure end of runway, 8' left of centerline, up to 100' AGL/973' MSL.

CLINTON, NC

SAMPSON COUNTY (CTZ) AMDT 1 09267 (FAA)

NOTE: Rwv 6, trees beginning 9' from DER, 404' right of centerline up to 65' AGL /215' MSL. Trees beginning 384' from DER, left and right of centerline, up to 125' AGL/245' MSL, Rwv 24, trees beginning 13' from DER. left and right of centerline, up to 100' AGL/219' MSL.

COLUMBIA, SC

COLUMBIA METROPOLITAN (CAE)

AMDT 1 09239 (FAA)

NOTE: Rwv 5, trees beginning 127' from DER 128' left of centerline, up to 97' AGL/286' MSL. Trees beginning 420' from DER, 21' right of centerline, up to 74' AGL/ 283' MSI Rwv 11, trees beginning 1896' from DER 621' left of centerline, up to 48' AGL/277' MSL. Light pole and trees beginning 1043' from DER 723' right of centerline, up to 69' AGL/268' MSL. Rwy 23, trees 3573' from DER, 1191' right of centerline, up to 60' AGL/ 329' MSI Rwy 29, trees beginning 567' from DER 535' left of centerline, up to 87' AGL/286' MSL. Trees beginning 1045' from DER 526' right of centerline up to 63' AGL/332' MSL.

JIM HAMILTON L B OWENS

TAKE-OFF MINIMUMS: Rwv 31, 600-1 or std. with a min, climb of 300' per NM to 1000, Rwv 13, 300-1 or std. with a min, climb of 220' per NM to 500.

DEPARTURE PROCEDURE: Rwv 31. immediate climbing left turn to 2000 via heading 186° before proceeding on course.

CONCORD. NC

CONCORD RGNL (JQF) AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: Rwv 2, 300-11/2 or std. w/min. climb of 210' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway. Rwy 20, 200-13/4 or std. w/min. climb of 204' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.

DEPARTURE PROCEDURE: Rwy 2, climb heading 016° to 2200 before proceeding on course. Rwy 20, climbing right turn heading 290° to intercept CLT VOR/ DME R-039 outbound to 2000 before proceeding on course.

NOTE: Rwy 2, multiple poles and trees beginning 2444' from departure end of runway, 6' left of centerline, up to 43' AGL/792' MSL. Multiple poles and trees beginning 2104' from departure end of runway, 242' right of centerline, up to 27' AGL/786' MSL. Powerline 1.3 NM from departure end of runway, 2049' left of centerline, 164' AGL/908' MSL. Rwy 20, multiple street lights beginning 3047' from departure end of runway, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from departure end of runway, 1581' right of centerline, up to 100' AGL/849' MSL.

$f \overline{V}$ take-off minimums and (obstacle) departure procedures

CONWAY, SC CONWAY-HORRY COUNTY

NOTE: Rwv 4, multiple trees 2307' from departure end of runway, 193' left of centerline, up to 100' AGL/134' MSL. Rwy 22, multiple trees 963' from departure end of runway, 97' right of centerline, up to 40' AGL/75' MSL.

CURRITUCK, NC

CURRITUCK COUNTY RGNL (ONX)

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: Rwv 5, climb heading 045° to 1300 before proceeding on course, Rwy 23. climb heading 240° to 4000 before turning southbound. NOTE: Rwv 5, trees beginning 41' from DER, 166' left of centerline. up to 100' AGL/122' MSL. Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL, Rwy 23, trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL, Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/ 121'MSL.

DARLINGTON, SC

DARLINGTON COUNTY JETPORT

DEPARTURE PROCEDURE: Rwv 34, climb heading 343° to 900' before proceeding on course. NOTE: Rwy 5, multiple trees beginning 11' from departure end of runway, 241' left of centerline, up to 97' AGL/246' MSL. Multiple trees beginning 72' from departure end of runway, 29' right of centerline, up to 97' AGL/236' MSL. Rwy 10, multiple trees beginning 20' from departure end of runway, 358' left of centerline, up to 74' AGL/243' MSL. Multiple trees beginning 1526' from departure end of runway, 46' right of centerline, up to 100' AGL/289' MSL. Rwy 16, multiple trees beginning 70' from departure end of runway, 258' right of centerline, up to 113' AGL/292' MSL. Tree 1295' from departure end of runway, 135' left of centerline, 70' AGL/ 256' MSL. Rwy 23, antenna 18' from departure end of runway, 263' left of centerline, 9' AGL/194' MSL. Trees beginning 241' from departure end of runway, 394' left of centerline, up to 70' AGL/249' MSL. Tree 732' from departure end of runway, 427' right of centerline, 33' AGL/212' MSL. Rwy 28, multiple trees beginning 405' from departure end of runway, 214' left of centerline, up to 100' AGL/299' MSL. Tree 2840' from departure end of runway, 46' right of centerline, 100' AGL/309' MSL. Rwy 34, tree 2008' from departure end of runway, 273'

DILLON, SC

DILLON COUNTY

DEPARTURE PROCEDURE: Rwys 7.25. climb to 2200 on runway heading before turning south.

EDENTON, NC

NORTHEASTERN RGNL (EDE)

right of centerline, 87' AGL/277' MSL.

ORIG 09211 (FAA)

NOTE: Rwy 1, trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL. Rwy 19, poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL. Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

ELIZABETH CITY, NC

FLIZABETH CITY COAST GUARD AIR STATION/RGNI NOTE: When tethered balloon located approximately

2 NM southeast of airport is flying: Rwvs 1.10, climb runway heading to 4000 before turning south. Rwy 19, climb to 4000 via ECGR-160 before turning east Rwy 28, climb runway heading to 4000 before turning

ELIZABETHTOWN.NC

CURTIS I BROWN JR FIFI D (FYF)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: Rwv 15, climb heading 152° to 2100 before turning left, Rwv 33, climb heading 332° to 1100 before proceeding on course.

NOTE: Rwy 15, trees beginning 368' from DER, left and right of centerline, up to 100' AGL /214' MSL Rwv 33. vehicle on road 177' from DER, 543' right of centerline. 15' AGL/144' MSL. Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.

ELKIN. NC

FI KIN MUNI

TAKE-OFF MINIMUMS: Rwv 7, 300-1 or std. with a min. climb of 270' per NM to 1300. Rwv 25, 300-1 or std. with a min, climb of 290' per NM to 1300.

DEPARTURE PROCEDURE: Rwvs 7, 25, climb to 3900 before turning north.

ERWIN.NC

HARNETT RGNL JETPORT

NOTE: Rwv 5, multiple trees beginning 1529' from departure end of runway 16' left of centerline, up to 96' AGL/297' MSL. Multiple trees beginning 2775' from departure end of runway, 111' right of centerline, up to 76' AGL/282' MSL. Multiple poles beginning 303' from departure end of runway, 445' left of centerline, up to 17' AGL/239' MSL. Pole beginning 671' from departure end of runway, 610' right of centerline, up to 38' AGL/239'

NOTE: Rwv 23, trees beginning 94' from departure end of runway, 206' right of centerline, up to 64' AGL/252' MSL. Trees beginning 5' from departure end of runway. 296' right of centerline, up to 59' AGL/247' MSL.

FAYETTEVILLE. NC

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY) ORIG 08213 (FAA)

NOTE: Rwy 4, trees beginning 154' from departure end of runway, 117' right of centerline, up to 79' AGL/189' MSL. Trees beginning 344' from departure end of runway, 240' left of centerline, up to 63' AGL/173' MSL. Rwy 10, trees beginning 182' from departure end of runway, 295' right of centerline, up to 43' AGL/223' MSL. Trees beginning 451' from departure end of runway, 383' left of centerline, up to 62' AGL/242' MSL. Rwy 22, vehicle on road 98' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 1059' from departure end of runway, 551' right of centerline, up to 94' AGL/264' MSL.



FLORENCE, SC FLORENCE RGNL (FLO)

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: Rwv 1, climb on heading 021° to 1200 prior to turning left.

NOTE: Rwv 1, trees beginning 1929' from DER, 29' left of centerline up to 81' AGL /224' MSL. Trees beginning

1786' from DER, 239' right of centerline up to 89' AGL/ 232' MSL, Poles beginning 1628' from DER, 160' left

and right of centerline up to 45' AGL/188' MSL. Antenna 341' from DER, 487' left of centerline up to 47' AGL/190' MSI_Floodlight 3262' from DFR_806' left of centerline up to 103' AGL/246' MSL. Floodlight 1498' from DER, 313' left of centerline up to 39' AGL/182' MSL, Rwv 9. trees beginning 3016' from DER, 635' left of centerline

DER. 14' right of centerline up to 97' AGL/218' MSL. Bushes beginning 32' from DER, 289' right of centerline up to 17' AGL/138' MSL. Rwv 19, trees beginning 174' from DER, 273' left of centerline up to 54' AGL/166' MSL, Trees beginning 811' from DER, 23' right of centerline up 69' AGL/181' MSL Bushes

up to 91'AGL/212' MSL. Trees beginning 121' from

beginning 20' from DER, 338' right of centerline up to 12' AGL/125' MSL. Rwy 27, trees beginning 102' from DER, 389' left of centerline up to 30' AGL/159' MSL.

FRANKLIN. NC

MACON COUNTY (1A5)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: Rwvs 7.25. Procedure NA at night. 5700-3, for climb in visual conditions. DEPARTURE PROCEDURE: Rwvs 7, 25, for climb in visual conditions remain within 3 NM of Macon County

airport to cross airport south bound at or above 7600 via ODF R-349 to ODF VORTAC NOTE: Rwy7, trees 599' from DER, 124' left of centerline, up to 38' AGL/2037' MSL. Vehicle on road

964' from DER, 720' left of centerline, 15' AGL/2054' MSL. Trees 1666' from DER, 620' right of centerline, up to 100' AGL/2179' MSL. Trees beginning 3090' from DER, 1270' left of and to centerline, up to 100' AGL/ 3139' MSL. Trees beginning 5665' from DER, 337' right of and to centerline, up to 100' AGL/2699' MSL. Rwy 25, vehicle on road 63' from DER, 318' left of centerline, 15' AGL/2054' MSL. Terrain 1000' from DER. on centerline, 2061' MSL. Trees beginning 1737' from DER, 848' left of and to centerline, up to 100' AGL/ 3519' MSL. Trees beginning 2460' from DER, 440' right of and to centerline, up to 100' AGL/3059' MSL.

GASTONIA, NC

GASTONIA MUNI (AKH)

AMDT 4 08101 (FAA)

DEPARTURE PROCEDURE: Rwv 3. climb heading

049° to 2600 before proceeding West or North. Rwy 21, climb heading 214° to 1500 before proceeding North. NOTE: Rwy 3, multiple trees beginning 1200' from departure end of runway, 433' left of centerline, up to 80' AGL/859' MSL. Multiple trees beginning 162' from departure end of runway, 371' right of centerline, up to 136' AGL/885' MSL. Rwy 21, antenna and multiple trees beginning 269' from departure end of runway, 210' left of centerline, up to 101' AGL/880' MSL. Multiple trees beginning 252' from departure end of runway, 264' right of centerline, up to 136' AGL/885' MSL.

GEORGETOWN, SC GEORGETOWN COUNTY

DEPARTURE PROCEDURE: Rwys 5, 23, 29, 34, climb runway heading to 500 before turning.

GOLDSBORO, NC

GOLDSBORO-WAYNE MUNI

NOTE: Rwv 5, tree 445' from departure end of runway. 498' right of centerline 23' AGL/158' MSL Rwy 23, tree 158' from departure end of runway, 311' right of centerline, 11' AGL/143' MSL, Tree 1788' from departure end of runway 281' right of centerline 52' AGL/184' MSL. Tree 2770' from departure end of runway, 354' right of centerline, 111' AGL/239' MSL.

GREENSBORO.NC

PIEDMONT TRIAD INTL (GSO)

AMDT 1 09295 (FAA)

NOTE: Rwv 5L, trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL, Rwv 5R. terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL. Trees beginning 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL. Rwy 14, pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL, Rwy 23L, trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL. Rwy 23R, trees beginning 1195' from DER, 191' left of centerline. up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL, Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL. Rwy 32, trees beginning 1' from DER, 289' right of centerline up to 90' AGL/1019' MSL.

GREENVILLE. NC

PITT-GREENVILLE

TAKE-OFF MINIMUMS: Rwv 15, 300-1 1/2 or std. with a min, climb of 220' per NM to 300, Rwy 20, 200-1 or std. with a min. climb of 425' per NM to 300. NOTE: Rwy 2, tree 1633' from departure end of runway,

741' right of centerline, -/115' MSL. Tree 3303' from departure end of runway, 575' left of centerline, -/123' MSL. Rwv 8. tree 181' from departure end of runway. 517' left of centerline, -/108' MSL. Tree 3434' from departure end of runway, 724' right of centerline, -/134' MSL. Rwy 15, tower 1.2 NM from departure end of runway, 1808' right of centerline, 191' AGL/231' MSL. Rod 1744' from departure end of runway, 966' left of centerline, -/86' MSL. Rwy 20, tree 2834' from departure end of runway, 986' left of centerline, -/171' MSL. Antenna 4857' from departure end of runway, 1798' right of centerline, -/165' MSL. Rwy 26, tree 1026' from departure end of runway, 546' left of centerline, -/ 108' MSL. Tree 261' from departure end of runway, 512' right of centerline, -/81' MSL. Rwy 33, tree 199' from departure end of runway, 372' left of centerline, -/92' MSL. Tree 489' from departure end of runway, 473' right of centerline, -/91' MSL.

09295

$\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

GREENVILLE.SC

DONALDSON CENTER

TAKE-OFF MINIMUMS: Rwv 5, 300-134 or std. w/ min. climb of 220' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200 / NM climb gradient, takeoff must occur no later than 1800' prior to

departure end of runway. NOTE: Rwv 5, antenna on obstruction light tower 1.7 NM from departure end of runway, 2183' left of centerline.

250' AGL/1167' MSL. Multiple trees beginning 1103' from departure end of runway, 151' right of centerline, up to 50' AGL/985' MSL. Rwy 23, stack 2761' from departure end of runway, 1152' left of centerline, 100' AGL/1026' MSL. Multiple trees beginning 2339' from departure end of runway, 231' right of centerline, up to

90' AGL/1001' MSL. Multiple trees beginning 2419' from departure end of runway, 52' left of centerline, up to 95' AGL/1020' MSL

GREENVILLE DOWNTOWN TAKE-OFF MINIMUMS: Rwy 10, 400-21/4 or std. with a

min, climb of 250' per NM to 1600. DEPARTURE PROCEDURE: Rwy 1, climb heading 006° to 2400 before turning left, Rwy 28, climb heading 276° to 1900 before turning right.

NOTE: Rwy 1, numerous trees 200' from departure end of runway, 400' right of centerline, 20' AGL/1087' MSL.

Numerous trees 400' from departure end of runway, 575' left of centerline, 80' AGL/1123' MSL. Pole 860' from departure end of runway, 500' right of centerline, 30' AGL/1106'MSL. Numerous trees 1100'from departure end of runway, 750' right of centerline, 63' AGL/1179' MSL. Tree 1487' from departure end of runway, 657' right of centerline, 51' AGL/1157' MSL. Rwy 10, tree 31' from departure end of runway, 190' right of centerline. 36' AGL/1031' MSL. Tree 43' from departure end of runway, 370' right of centerline, 59' AGL/1050' MSL. Tree 429' from departure end of runway, 150' left of centerline, 45' AGL/1030' MSL. Tree 691' from

departure end of runway, 390' left of centerline, 60' AGL/ 1051'MSL. Antenna 5221' from departure end of runway, 843' left of centerline, 152' AGL/1173' MSL. Building on hill 1.86 NM from departure end of runway. 500' right of centerline, 186' AGL/1374' MSL. Rwy 19, pole 432' from departure end of runway, 500' left of centerline, 25' AGL/1003' MSL. Tree 2905' from departure end of runway, 900' right of centerline, 66'

AGL/1070 MSL. Tower 9.55 NM from departure end of runway, 4.2 NM left of centerline, 798' AGL/1849' MSL. Rwy 28, tree 364' from departure end of runway, 248' left of centerline, 46' AGL/1014' MSL. Tree 1042' from departure end of runway, 233' right of centerline, 88' AGL/1040' MSL. Stack 2846' from departure end of runway, 482' left of centerline, 69' AGL/1064' MSL.

Building 1.93 NM from departure end of runway, 2045'

GREENWOOD.SC

GREENWOOD COUNTY (GRD)

right of centerline, 314' AGL/1315' MSL.

ORIG 08017 (FAA)

NOTE: Rwy 9, tree 1859' from departure end of runway, 990' left of centerline, 100' AGL/719' MSL.

GREER.SC

GREENVILLE-SPARTANBURGINTI -ROGER MILLIKEN

DEPARTURE PROCEDURE: Rwv 4, climb via heading 038° to 2800 before turning left

NOTE: Rwv 4, tree 1454' from departure end of runway. 146' left of centerline 78' AGL /1023' MSL

HARTSVILLE, SC

HARTSVILLE REGIONAL (HSV)

ORIG 08045 (FAA)

NOTE: Rwv 3, trees beginning 2478 from departure end of runway, 684' right of centerline, up to 100' AGL/489' MSL, trees beginning 405' from departure end of runway, 363' left of centerline, up to 100' AGL/479' MSL. Road and vehicle 59' from departure end of runway, 418' right of centerline, up to 15' AGL/374' MSL, Rwy 21. trees beginning 128' from departure end of runway, 255' right of centerline, up to 100' AGL/439' MSL. Trees beginning 216' from departure end of runway, 325' left of centerline, up to 100' AGL/429' MSL, Road and vehicle

11' from departure end of runway, 335' right of

centerline, up to 15' AGL/364' MSL.

HATTERAS, NC

BILLY MITCHELL (HSE)

ORIG 09267 (FAA)

NOTE: Rwy 7, trees beginning 388' from DER, left of

centerline, up to 100' AGL/169' MSL, Rwy 25, trees 512' from DER, 103' right of centerline, 100' AGL/110' MSL. Boat mast 2107' from DER, 664' left of centerline. 100'AGL/100'MSL.

HICKORY, NC

HICKORY RGNI

TAKE-OFF MINIMUMS: Rwys 19, 24, std. with a min.

climb of 300' per NM to 3000. DEPARTURE PROCEDURE: Use HICKORY ONE

DEPARTURE.

NOTE: Rwy 1, tree 50' from departure end of runway, 382' right of centerline, 79' AGL/1228' MSL, Rwy 19, tree 1253' from departure end of runway, 661' right of

centerline, 92' AGL/1211' MSL. Rwy 24, tree 315' from departure end of runway, 584' left of centerline, 99' AGL/ 1218' MSL.

HILTON HEAD ISLAND, SC HILTON HEAD

NOTE: Rwy3, numerous trees 328' from departure end of runway, 428' left of departure end of runway, 86' AGL/ 106' MSL. Numerous trees 319' from departure end of runway, 390' right of departure end of runway, 83' AGL/ 97' MSL. Rwy 21, numerous trees 39' from departure end of runway, 357' right of departure end of runway, 94' AGL/111'MSL. Numerous trees 368' from departure end of runway, 332' left of departure end of runway, 73' AGL/87' MSL. Numerous trees 1421' from departure end of runway, 221' right of departure end of runway, 74' AGL/91'MSL. Numerous trees 1207' from departure end of runway, 329' left of departure end of runway, 85' AGL/99'MSL.

JACKSONVILLE, NC

ALBERT J. ELLIS

DEPARTURE PROCEDURE: Rwy 23, climb on runway heading to 500 before turning right.





JEFFERSON NC

ASHE COUNTY

TAKE-OFF MINIMUMS: Rwvs 10. 28. 1900-3. DEPARTURE PROCEDURE: Rwys 10, 28, climbyisually

over the airport to 5000 before proceeding on course.

KENANSVILLE, NC

DUPLIN COUNTY (DPL)

ORIG 09015 (FAA)

NOTE: Rwv 5, trees beginning 30' from departure end of runway, 156' right of centerline, up to 100' AGL/238

MSL. Trees beginning 1915' from departure end of runway 126' left of centerline up to 100' AGL /231' MSL Vehicles on road 641' from departure end of runway, left

and right of centerline, up to 17' AGL/156' MSL, Rwy 23. trees beginning 12' from departure end of runway, 329' left of centerline, up to 100' AGL/218' MSL. Trees beginning 16' from departure end of runway 59' right of

centerline, up to 100' AGL/225' MSL. KINGSTREE.SC

WILLIAMSBURG RGNL

TAKE-OFF MINIMUMS: Rwv 32, 200-1 or std. w/min. climb of 353' per NM to 300

DEPARTURE PROCEDURE: Rwv 14. climb

heading 132° to 800 before turning north. NOTE: Rwv 32, multiple trees beginning 165' from departure end of runway, 360' right of centerline, up to 71' AGL/175'MSL.

KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS FIFI D

DEPARTURE PROCEDURE: Rwy 5, climb heading

050° to 1800 before turning east. NOTE: Rwv 5, multiple poles 1521' from departure end of

runway, 237' right of centerline, up to 64' AGL/137' MSL. Pole 1625' from departure end of runway, 53' left of centerline, 52' AGL/128' MSL. Multiple trees 1873' from

departure end of runway, 110' right of centerline, up to 73' AGL/173' MSL. Rwy 23, multiple trees 770' from departure end of runway, 598' left of centerline, up to 87' AGL/186' MSL, multiple trees 1092' from departure end of runway, 109' right of centerline, up to 49' AGL/148' MSL.

LAKE CITY, SC

LAKE CITY MUNI CJ EVANS FIELD

TAKE-OFF MINIMUMS: Rwy 1,500-21/2 or std. w/min. climb of 375' per NM to 700. Rwy 19, 300-1 or std. w/ min. climb of 404' per NM to 400. NOTE: Rwy 1, tree 1474' from departure end of runway,

189' right of centerline, 62' AGL/143' MSL. Multiple towers beginning 1.6 NM from departure end of runway, 1285' left of centerline, up to 411' AGL/491' MSL. Rwy 19, tree 1428' from departure end of runway, 225' right of centerline, 53' AGL/134' MSL. Tank 4906' from departure end of runway, 1349' left of centerline, 180'

AGL/254' MSL. LANCASTER. SC

09295

LANCASTER COUNTY- MCWHIRTER FIELD TAKE-OFF MINIMUMS: Rwy 6, 300-1.

climb of 290' per NM to 900.

LIBERTY. NC

CAUSEY

TAKE-OFF MINIMUMS: Rwvs 2, 20, 300-1.

DEPARTURE PROCEDURE: Rwy 20, for departures

245° CW 020°, climbing left turn direct LIB VORTAC.

proceeding on course

LINCOLNTON, NC

300' per NM to 3200.

LUMBERTON. NC

MANNING, SC

ORIG 09043 (FAA)

LUMBERTON MUNI

then proceed outbound via LIBR-256 to 3000 before

LINCOLNTON-LINCOLN COUNTY RGNI

TAKE-OFF MINIMUMS: Rwv 31, 400-1

heading to 600 before turning.

SANTEE COOPER RGNL (MNI)

DEPARTURE PROCEDURE: Rwv 31, climb 270°

NOTE: Rwy 2, trees beginning at departure end of

MSL. Trees beginning 16' from departure end of

of centerline, up to 100' AGL/179' MSL. Trees

runway, 480' right of centerline, up to 100' AGL/229'

runway, 221' left of centerline, up to 100' AGL/209' MSL.

Vehicle on road 85' from departure end of runway, 468'

beginning 125' from departure end of runway, 289' right

beginning 86' from departure end of runway, 136' left of

centerline, up to 100' AGL/189' MSL, Vehicle on road

250' from departure end of runway, on centerline, 15'

right of centerline, 15' AGL/117' MSL. Rwy 20, trees

DEPARTURE PROCEDURE: Rwv 5. climb runwav

heading to 3200 before turning right. Rwv 23, climb

runway heading to 3200 before turning left. Departure

procedure not required for aircraft with a min_climb of

TAKE-OFF MINIMUMS: Rwv 6, 300-1 or std. with a min.

DAVIDSON COUNTY

LEXINGTON, NO

MARION COUNTY

DARE COUNTY RGNI

AGL/110'MSL

MANTEO, NC

MARION, SC

TAKE-OFF MINIMUMS: Rwy 4, 400-1 or std. with a min. climb of 330' per NM to 600 DEPARTURE PROCEDURE: Rwy 4, climb runway heading to 1000 before turning.

TAKE-OFF MINIMUMS: Rwys 5, 17, 35, 300-1.

MAXTON, NC

LAURINBURG-MAXTON NOTE: Rwy 5, road 606' from departure end of runway,

departure end of runway, 474' left of centerline, 67' AGL/ 267' MSL. Rwv 13. aircraft 762' from departure end of runway, 762' left of centerline, 58' AGL/266' MSL. Rwy 23, tree 1011' from departure end of runway, 512' right of centerline, 30' AGL/246' MSL. Rwy 31, trees beginning 1014' from departure end of runway, 58' left of centerline, up to 54' AGL/271' MSL.

on centerline, 15' AGL/224' MSL. Trees 1002' from

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TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

$\overline{f V}$ take-off minimums and (obstacle) departure procedures

MC ENTIRE JNGB (MMT)

..... Rwy 23**

* Standard with CG of 310'/NM to 2700.

** Standard with CG of 210'/NM to 1100.

*** Standard with CG of 230'/NM to 2700.

DEPARTURE PROCEDURE: Rwy 5, For climb in visual conditions: Ceiling 1400'/, Visibility 2.0 SM, remain within 4.8 NM of KMMT airport, cross KMMT airport at or above 1500' MSL before proceeding on course. Max airspeed 180 KIAS. Rwy 23, For climb in visual conditions: Ceiling 1300'/, Visibility 1.5 SM, remain within 4.2 NM of KMMT airport, cross KMMT airport at or above 1400' MSL before proceeding on course. Max airspeed 180 KIAS, Rwv 32, Departing eastbound. complete turn within 4 NM to avoid R-6001, if unable, advise Control Tower prior to taxi, For climb in visual conditions: Ceiling 1600'/, Visibility 2.5 SM, remain within 5.5 NM of KMMT airport, cross KMMT airport at or above 1700' MSL before proceeding on course. Max

airspeed 250 KIAS TAKE-OFF OBSTACLES: Rwv 5: Helicopter parked 134' from DER, 323' left of centerline, NDB 1573' from DER. 591' left of centerline. Multiple trees left of centerline beginning 2319' out to 2915' from DER, 338' to 875' left of centerline, 70' AGL/309' MSL up to 319' MSL Multiple trees right of centerline beginning 2190' out to 3838' from DER, 257' to 767' right of centerline, from 70' to 110' AGL/309' MSL up to 379' MSL. Rwy 14: Multiple trees beginning from 2328' from DER, 942' right of centerline, 110' AGL/329' MSL. Multiple trees left of centerline beginning 2400' out to 3781' from DER. 682' to 1199' left of centerline, from 90' to 91' AGL/289' to 319' MSL. Aircraft 120' from DER, 400' right of centerline, 39' AGL/255' MSL, Pvlon 2665' from DER 1713' right of centerline, 109' AGL/320' MSL. Pylon 3279' from DER 1554' left of centerline, 109' AGL/322' MSL. Rwy 23: Multiple trees right of centerline beginning from 2444' out to 4131' from DER, 45' to 1297' right of centerline, from 90' to 120' AGL/319' to 359' MSL. Aircraft 1921' from DER, 402' right of centerline, 39' AGL/288' MSL. Tower 2885' from DER 98' right of centerline, 120' AGL/370' MSL. Building 907' from DER 157' right of centerline 12' AGL/259 MSL, Wind Sensors 490' from DER, 531' left of centerline, 33' AGL/274' MSL. Power lines 2990' from DER, 1057' right of centerline, 35' AGL/294' MSL Building 1356' from DER, 154' right of centerline, 18' AGL/266' MSL. Rwy 32: Multiple trees right of centerline beginning 3240' out to 3290' from DER, 499' to 998' right of centerline, up to 130' AGL/349' MSL. Multiple trees left of centerline beginning 684' out to 4871' from DER, 1' to 1651' left of centerline up to 130' AGL/329' to 379' MSL. Localizer array 1116' from DER, 2' left of centerline, up to 5' AGL/284' MSL. Windsock 103' from DER, 417' left of centerline, up to 23' AGL/

MOCKSVILLE, NC TWIN LAKES

TAKE-OFF MINIMUMS: Rwv 27, 300-1 NOTE: Rwv 9, numerous trees beginning 35' from departure end of runway 27' right of centerline up to 100' AGL/939' MSL. Numerous trees beginning 200' from departure end of runway 164' left of centerline up to 100' AGL /919' MSL Rwy 27, numerous trees beginning 200' from departure end of runway, 78' right of centerline up to 100' AGL /929' MSL Numerous trees beginning 616' from departure end of runway, 77' left of centerline, up to 100' AGL/909' MSL.

MONCKS CORNER, SC

BERKELEY COUNTY (MKS) ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwv 5, 300-134 or std. w/min. climb of 215' per NM to 400.

NOTE: Rwv 5, trees beginning 17' from departure end of runway, 102' right of centerline, up to 99' AGL/158' MSL. Terrain 30' from departure end of runway, 478' left of centerline, 79' MSL. Trees beginning 964' from departure end of runway, 66' left of centerline, up to 108' AGL/167' MSL. Poles beginning 467' from departure end of runway, 480' left of centerline, up to 24' AGL/103' MSL, Tower 1.4 NM from departure end of runway, 530' left of centerline, up to 228' AGL/292' MSL. Rwy 23, trees beginning abeam departure end of runway, 361' right of centerline, up to 100' AGL/199' MSL. Transmission poles beginning 1320' from departure end of runway, 249' right of centerline, up to 63' AGL/142' MSL. Terrain 21' from departure end of runway, 125' left of centerline, 76' MSL. Trees beginning 1141' from departure end of runway, 47' left of centerline, up to 84' AGL/163' MSL. Transmission pole 2503' from departure end of runway, 115' left of centerline, 62' AGL/141' MSL.

MONROE. NC

CHARLOTTE-MONROE EXECUTIVE

NOTES: Rwy 5, multiple trees beginning 57' from departure end of runway, 379' right of centerline, up to 80' AGL/759' MSL. Multiple trees beginning 2130' from departure end of runway, 998' left of centerline, up to 100' AGL/759' MSL. Rwy 23, tree 3637' from departure end of runway, 733' right of centerline, 100' AGL/769' MSL, Tree 7880' from departure end of runway, 1254' left of centerline, 100' AGL/757' MSL.

293' MSL.

$\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

MOORESVILLE, NO

LAKE NORMAN AIRPARK

TAKE-OFF MINIMUMS: Rwv 14, std, w/a min, climb of 294' per NM to 2900 or 1300-21/2 for climb in visual

DEPARTURE PROCEDURE: Rwv 14, for climb in visual conditions: cross Lake Norman Airpark at or above 2000'

MSI before proceeding on course Rwv32, climb heading 324° to 1300 before proceeding on course.

NOTE: Rwv 14, terrain and multiple trees beginning 197

from departure end of runway, 308' left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from departure end of runway 258' right of centerline, up to 100' AGL/979' MSL, Rwy 32, tree 559' from departure end of runway, on centerline, 42'

AGL/851' MSL. Multiple trees beginning 47' from departure end of runway, 34' left of centerline, up to 101' AGL/890' MSL. Multiple trees beginning 526' from departure end of runway, 31' right of centerline, up to 97' AGI /886' MSI

MORGANTON NO FOOTHILLS RGNI

DEPARTURE PROCEDURE: Rwv 3. climbing left turn direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound) to 5000 before proceeding on course, Rwy 21, climb direct FIQ NDB. continue climbing in holding pattern (southwest, left turns, 031° inbound) to 5000 before proceeding on course

MOUNT AIRY, NC

MOUNT AIRY/SURRY COUNTY DEPARTURE PROCEDURE: Rwv 18. climb direct AZW NDB, climb in AZW NDB holding pattern (N. right turns. 179° inbound) to 5000 before proceeding on course. Rwv 36, climbing left turn direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound)

to 5000 before proceeding on course. NOTE: Rwv 36, 70' AGL powerline 500' right of departure end of runway.

MOUNT OLIVE, NC

MOUNT OLIVE MUNI

TAKE-OFF MINIMUMS: Rwv 23, 300-1 or std. with a min. climb of 300' per NM to 500.

MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON FIELD DEPARTURE PROCEDURE: Rwvs 17.35, climb runwav

heading to 2100 before turning east.

MYRTLE BEACH, SC

MYRTLE BEACH INTL

DEPARTURE PROCEDURE: Rwv 18. climb runwav heading to 400 before turning left.

NEW BERN, NC

COASTAL CAROLINA RGNI (FWN)

AMDT 3B 09183 (FAA)

TAKE-OFF MINIMUMS: Rwv 4, 300-1. DEPARTURE PROCEDURE: Rwys 4, 32, climb runway

heading to 900' before turning north. NOTES: Rwv 22, 75' AGL trees 958' from departure end of runway, 705' right of centerline, Rwy 14, 79' AGL trees

1297' from departure end of runway, 531' right of centerline Rwv32,91'AGI trees 743' from departure end of runway, 626' left of centerline.

NEWBERRY.SC NEWBERRY COUNTY (FOF)

AMDT 1 08325 (FAA)

NOTE: Rwv 4. multiple trees beginning 1895' from departure end of runway, left and right of centerline, up to 100' AGL/659' MSL. Rwy 22, multiple trees beginning 500' from departure end of runway, left and right of centerline, up to 100' AGL/629' MSL.

NORTH AF AUX (KXNO)

CAUTION: Rwv 5/23 diverse departure procedures not authorized at night. Rwy 5/23 diverse departure not for

civiluse TAKEOFF OBSTACLES: Rwv 5. Terrain 1' to 40' from DER 41' to 309' left of centerline, 328' MSL, Possible vehicle on road extending across extended runway centerline 473' from DER 336' left to 711' right of centerline, 15' AGL/349' MSL, Possible C5 on taxiway

12' inward of DER 484' left of centerline, 65' AGL/387' MSL. Possible C5 on taxiway 31' inward of DER 235' left of centerline, 66' AGL/387' MSL, Building 917' from DER 641' right of centerline, 30' AGL/364' MSL, Trees 1215' to 1419' from DER 376' to 570' right of centerline. 92' AGL/398' MSL. Pylon 3627' from DER 1029' left of centerline, 79' AGL/366' MSL, Rwv 6, Terrain 1' to 237' from DER 85' to 563' left of centerline, 329' MSL; Possible C5 on taxiway 627' from DER 597' right of centerline, 65' AGL/387' MSL: Possible C5 on taxiway 833' from DER 374' right of centerline, 65' AGL/388' MSL. Trees 2412' to 2812' from DER 749' to 1197' left of centerline, 103' AGL/407' MSL; Trees 1722' to 2044'

from DER 844' to 899' left of centerline, 72' AGL/381'

MSL: Pvlon 2363' from DER 1572' left of centerline, 79' AGL/403' MSL. Rwy 24, Pylon 1729' from DER, 1456'

NORTH WILKESBORO, NC

right of centerline, 79' AGL/325' MSL.

WILKES COUNTY

TAKE-OFF MINIMUMS: Rwy 1, 400-1 or std. with a min. climb of 300' per NM to 1700.

OAK ISLAND, NC

BRUNSWICK COUNTY (SUT) ORIG 09183 (FAA)

NOTE: Rwy 5, trees beginning 323' from DER, 255' left of centerline, up to 80' AGL/99' MSL. Trees beginning 528' from DER, 456' right of centerline, up to 100' AGL/ 119' MSL. Rwy 23, trees beginning 233' from DER, 521' left of centerline, up to 64' AGL/73' MSL. Trees beginning 70' from DER, 319' right of centerline, up to 93' AGL/102' MSL. Boat masts beginning 589' from

DER, left and right of centerline, up to 50' AGL/50' MSL.

$\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORANGEBURG, SC

ORANGEBURG MUNI

DEPARTURE PROCEDURE: Rwv 5, climb heading 049° to 1000 before proceeding on course, Rwv 35, climb heading 354° to 900 before proceeding on course NOTE: Rwv 5 tree 1415 from departure end of runway 260' left of centerline 58' AGI /254' MSI Rwy 23, tree 2096' from departure end of runway, 371' right of centerline 89' AGL /260' MSL Rwv 35, tree 2316' from departure end of runway, 228' right of centerline, 76' AGL/ 248' MSL. Terrain 13' from departure end of runway, 34'

OXFORD. NC

HENDERSON-OXFORD (HNZ)

right of centerline 174 MSI

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 24, std. w/min. climb of 245' per NM to 1900 or 700-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 24, for climb in visual conditions: cross Henderson-Oxford airport at or above 1100 MSL before proceeding on course.

NOTE: Rwv 6, trees beginning 7' from departure end of runway, 367' left of centerline, up to 100' AGL/629' MSL. Rwy 24, trees beginning 804' from departure end of runway, 393' left of centerline, up to 100' AGL/629' MSL.

PAGELAND. SC

PAGELAND (PYG)

ORIG 09071 (FAA)

NOTE: Rwy 5, trees beginning 365' from DER, 353' right of centerline, up to 100' AGL/689' MSL. Powerlines 593' from DER, 93' right to 109' left of centerline, 100' AGL/ 679' MSL. Vehicle on road 12' from DER, 377' right of centerline, 15' AGL/582' MSL, Trees beginning 19' from DER, 455' left of centerline, up to 100' AGL/689' MSL. Vehicle on road 612' from DER, 329' left to right of centerline, 15' AGL/594' MSL, Rwv 23, trees beginning 29' from DER, 243' right of centerline, up to 100' AGL/ 679' MSL. Trees beginning 294' from DER, 290' left of centerline, up to 100' AGL/669' MSL. Vehicle on road 34' from DER, 413' left of centerline, 15' AGL/574' MSL, Powerline, 1863' from DER, 987' left of centerline, 79' AGL/609' MSL.

PELION, SC

LEXINGTON COUNTY AT PELION (6J0) ORIG 09155 (FAA)

NOTE: Rwv 17. trees beginning 1705' from DER. 1' right of centerline, up to 71' AGL/521' MSL. Trees beginning 429' from DER, 298' left of centerline, up to 34' AGL/484' MSL. Power poles 430' from DER, 298' left of centerline. 33' AGL/484' MSL. Rwy 35, trees beginning 2016' from DER, 301' right of centerline, up to 59' AGL/511' MSL.

PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)

ORIG 09183 (FAA)

NOTE: Rwv 5, terrain 448' from DER 343' right of centerline, 443' MSL. Trees beginning 663' from DER. 137' right of centerline, up to 100' AGL/475' MSL. Terrain 141' from DER 329' left of centerline 435' MSL. Trees beginning 176' from DER, 220' left of centerline unto 100' AGL /529' MSL Rwy 23, pine 228' from DER, 431' right of centerline, 13' AGL/463' MSL. Antenna 657' from DER, 415' right of centerline, 32' AGL/482' MSL, Trees beginning 701' from DER, 422' right of centerline, up to 100' AGL/579' MSL. Trees beginning 364' from DER, 353' left of centerline, up to 100'AGL/569'MSL.

PLYMOUTH. NC

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: Rwv 3, 400-1 or std. with a min. climb of 210' per NM to 500.

POPE AFB (KPOB)

FAYETTEVILLE, NC......... 08213 Rwys 5, 23: expect radar vectors from Favetteville

Approach, Rwy 23, standard with minimum climb of 220'/ NM to 1000'. or 1100-3 for climb in visual conditions to 1200' MSL within 5.49 NM of KPOB airport, then proceed on course, max airspeed of 250 KIAS. TAKE-OFF OBSTACLES: Rwv 5, multiple trees 1352' to 1545' from DER, 779' right of centerline, up to 34' AGL/ 242' MSL: Multiple trees 1889' to 3436' from DER, 412' right of centerline, up to 99' AGL/297' MSL; Multiple trees 2004' to 2746' from DER, 997' left of centerline, up to 100' AGL/294' MSL: Multiple trees 2887' to 3743' from DER, 511' left of centerline, up to 119' AGL/311' MSL: Powerline Tower 4181' from DER, 1464' right of centerline, 115' AGL/315' MSL, C-130 18' from DER 263' left of centerline, 35' AGL/215' MSL, Rwy 23, fence 1201' from DER, 71' left of centerline, 247' MSL; Terrain 1901' from DER, 1010' right of centerline, 269' MSL: Multiple trees 3002' to 3349' from DER, 506' right of centerline, up to 70' AGL/328' MSL; Forestry Tower 2.2 NM from DER, 3399' right of centerline, 140' AGL 559' MSL; Tower 3.0 NM from DER, 1.4 NM right of centerline, 220' AGL/746' MSL; Tree 1.0 NM from DER, 502' left of centerline, 61' AGL/375' MSL, C-130 55' from DER 302' right of centerline, 35' AGL/238' MSL; C-130 944' from DER 286' left of centerline, 35' AGL/

215' MSL. RAEFORD.NC

P K AIRPARK

TAKE-OFF MINIMUMS: Rwv 22, 200-1.

$\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

09295

RALEIGH-DURHAM, NC

RALEIGH-DURHAM INTL

TAKE-OFF MINIMUMS: Rwy 32, 300-1.
DEPARTURE PROCEDURE: Rwy 14, climb heading

DEPARTURE PROCEDURE: Rwy 14, cilmb heading 142° to 1400 before turning right. Rwy 23L, climb heading 232° to 1900 before turning left. Rwy 23R, climb heading 232° to 1800 before turning left.

NOTE: Rwv 51 . tree 2011 from departure end of runway 949' right of centerline, 80' AGL/469' MSL, Tree 3802 from departure end of runway 1238 left of centerline 77' AGL/506' MSL. Tank 4046' from departure end of runway, 1578' right of centerline, 138' AGL/547' MSL Rwy 5R, tree 1437 from departure end of runway 803 right of centerline, 80' AGL/469' MSL, Rwv 14, multiple trees beginning 2021' from departure end of runway 510' left of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from departure end of runway, 1 right of centerline up to 110' AGL /559' MSL Rwy 23L tree 1496' from departure end of runway, 797' left of centerline 58' AGL /447' MSL. Light pole 1458' from departure end of runway, 878' right of centerline, 93' AGL/452' MSL. Rwv 32, multiple poles 1170' from departure end of runway 634' left of centerline up to 47' AGL/486' MSL. Antenna 1243' from departure end of runway, 754' right of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from departure end of runway, 911' right of centerline, 221' AGL/660' MSL.

REIDSVILLE. NC

ROCKINGHAM COUNTY NC SHILOH (SIF) AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 400-2 or std. w/a min. climb of 535' per NM to 1200.

NOTE: Rwy 13, trees beginning 40' from DER, 63' left of centerline, up to 100' AGL/768' MSL. Power pole 1192' from DER, 430' right of centerline, 30' AGL/702' MSL. Tree beginning 1539' from DER, 30' right of centerline, up to 100' AGL/755' MSL. Rwy 31, power pole 2054' from DER, 243' right of centerline, 30' AGL/763' MSL. Vehicle on road 31' from DER, 485' left of centerline, 15' AGL/714' MSL. Trees beginning 1164' from DER, 187' right of centerline, up to 100' AGL/1019' MSL. Trees beginning 152' from DER, 317' left of centerline, up to 100' AGL/979' MSL. Rising terrain beginning 123' from DER, 27' left of centerline, up to 939' MSL. Rising terrain beginning 64' from DER, 27' right of centerline, up to 939' MSL.

ROCK HILL, SC

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

ORIG 08101 (FAA)

TAKE-OFF MINIMÚMS: **Rwy 2**, 200-1½ or std. w/ min. climb of 231¹ per NM to 900, or alternatively, with standard takeoff minimums and a normal 200¹/NM climb gradient, takeoff must occur no later than 1700¹ prior to departure end of runway.

NOTE: Rwv 20, trees beginning 984' from departure end of runway, 704' left of centerline, up to 100' AGL/779' MSL. Trees beginning 2342' from departure end of runway, 64' left of centerline, up to 100' AGL/788' MSL. Terrain beginning 208' from departure end of runway. 275' right of centerline, up to 0' AGL/688' MSL, Trees beginning 1520' from departure end of runway, 747' right of centerline, up to 100' AGL/788' MSL. Trees beginning 2708' from departure end of runway, 3' right of centerline. up to 100' AGL/763' MSL. Rwv 2, trees beginning 1380' from departure end of runway, 166' left of centerline, up to 100' AGL/729' MSL. Powerline tower 5476' from departure end of runway, 780' left of centerline, 180' AGL/ 819' MSL. Vehicle on road and trees beginning 12' from departure end of runway, 448' right of centerline, up to 100' AGL/759' MSL. Trees beginning 1856' from departure end of runway, 26' right of centerline, up to 100' AGL/739' MSL. Powerline tower 4535' from departure end of runway, 1712' right of centerline, 180' AGL/789' MSL.

ROCKINGHAM.NC

RICHMOND COUNTY

DEPARTURE PROCEDURE: **Rwys 13, 22, 31**, climb runway heading to 900 before turning north. **Rwy 4**, right turn climb to 900 on 090° heading before turning north.

ROCKY MOUNT, NC

ROCKY MOUNT-WILSON RGNL

DEPARTURE PROCEDURE: **Rwy 22**, climb via heading 222° to 1200 before proceeding on course.

NOTE: Rwy 4, tree 1459 from departure end of runway, 7911 left of centerline, 207 MSL. Tree 2454 from departure end of runway, 752 right of centerline, 231 MSL. Rwy 22, tree 1199 from departure end of runway, 665 right of centerline, 204 MSL. Tree 1215 from departure end of runway, 676 left of centerline, 224 MSL. Tree 1464 from departure end of runway, 616 left of centerline, 222 MSL.

ROXBORO.NC

PERSON COUNTY

NOTE: Rwy 6, trees 1600' from departure end of runway, 200' right of centerline, 100' AGL/729' MSL. Rwy 24, trees 562' from departure end of runway, 577' left of centerline, 100' AGL/699' MSL.

$\overline{f V}$ take-offminimumsand (obstacle) departure procedures

RUTHERFORDTON NO

RUTHEREORD COUNTY-MARCHMAN FIELD (FQD) AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 1, std, w/ min, climb of 434' per NM to 5400, or 2800-3 for climb in visual conditions, Rwv 19, std. w/min, climb of 255' per NM to 3600 or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 1, climb heading 009° to 5400 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course.

Rwv 19. climb heading 189° to 3600 before proceeding on course or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course

NOTE: Rwv 1, trees abeam departure end of runway, 310' left of centerline, 100' AGL/1159' MSL, Vehicles on roadway 421' from departure end of runway on

centerline 15' AGL/1094' MSL. Trees beginning 480' from departure end of runway on centerline up to 100' AGL/1159 MSL. Powerlines left and right of centerline. beginning 581' from departure end of runway, up to 78' AGI /1167 MSI Rwv 19, trees abeam departure end of runway, 239' left of centerline, 100' AGL/1129' MSL. Trees 255' from departure end of runway, 500' right of centerline, 100' AGL/1129' MSL, Trees 1937' from departure end of runway, on centerline, 100' AGL/1119'

MSI ST. GFORGE

ST GEORGE (6.12) ORIG 08101 (FAA)

> NOTE: Rwv 5, tree 3021' from departure end of runway. 186' left of centerline, 100' AGL/175' MSL, Rwy 23, tree 1401' from departure end of runway, 259' right of centerline, 100' AGL/178' MSL.

SALISBURY, NC

ROWAN COUNTY

TAKE-OFF MINIMUMS: Rwv 2. 300-1.

DEPARTURE PROCEDURE: Rwy 20, climb on heading 160° to 1200 before turning west.

SANFORD. NC

SANFORD-LEE COUNTY RGNL

DEPARTURE PROCEDURE: Rwy 3, climb runway heading to 1400 before turning right. Rwy 21, climb runway heading to 1400 before turning left.

SHAW AFB (KSSC)

SUMTER, SC 07214 TAKE-OFF OBSTACLES: Rwy 4R, Terrain 500' left of centerline at the threshold, 235' MSL. Rwy 22L, Radio Tower 5137' from DER, 1701' left of centerline, 140' AGL/370' MSL; Glideslope Antenna 563' from DER, 500' right of centerline, 40' AGL/ 293' MSL. Rwy 22R, Terrain 253' from DER, 568' right of centerline, 244' MSL.

SHELBY NO

SHELBY-CLEVELAND COUNTY RGNL (FHO) ORIG 09015 (FAA) NOTE: Rwv 5, trees beginning 74' from departure end of

runway 394' left of centerline, up to 99' AGL/899' MSL Trees beginning 2018' from departure end of runway. 804' right of centerline, up to 100' AGL/919' MSL. Rwy 23, trees beginning 186' from departure end of runway 148 left of centerline up to 93 AGI /903 MSI

SILER CITY, NC

SILER CITY MUNI

DEPARTURE PROCEDURE: Rwv 4. climb runwav heading to 1000 before turning right.

SIMMONS AAF (KFBG)

FORT BRAGG NC AMDT 1 07354 Rwv 27. 400-21/2*

* Or standard with minimum climb of 350 ft/NM to

DEPARTURE PROCEDURE: Rwy 9, climb heading 093 to 1200 before proceeding on course, Rwy 27. climb heading 273 to 1200 before proceeding on

TAKE-OFF OBSTACLES: Rwv 27, antenna 1.9 NM from DER, 3602' right of centerline, 292' AGL/

SMITHFIELD. NC

JOHNSTON COUNTY

TAKE-OFF MINIMUMS: Rwv 21.500-1.

DEPARTURE PROCEDURE: Rwv 3, climb to 1300 before turning left, Rwv 21, climb to 1000 before turning

SPARTANBURG. SC

SPARTANBURG DOWNTOWN MEMORIAL

ORIG 09295 (FAA)

NOTE: Rwv 5, trees beginning 230' from DER, left and right of centerline, up to 100' AGL/871' MSL, Rwy 23. trees beginning 580' from DER, left and right of centerline, up to 100' AGL/930' MSL.

STATESVILLE, NC

STATESVILLERGNI

TAKE-OFF MINIMUMS: Rwy 28, 300-134 or std. with a min, climb of 220' per NM to 1300.

NOTE: Rwy 28, powerline tower 8880' from departure end of runway, 858' right of centerline, 180' AGL/1199' MSL.

$\overline{f V}$ take-offminimumsand (obstacle) departure procedures

SUMMERVILLE, SC

SUMMERVILLE (DYB) ORIG-A 08157 (FAA)

DEPARTURE PROCEDURE: Rwv 6. climb heading

054° to 600 before procedding on course Rwy 24, climb heading 234° to 600 before turning north.

NOTE: Rwv 6. tree 842' from departure end of runway, 413' right of centerline, 413' right of centerline, 84' AGL/114' MSI Tree 647' from departure end of runway 6' left of centerline, 62' AGL/92' MSL, Tree 642' from departure end of runway, 31' left of centerline, 58' AGL/88' MSL. Rwv 24, tree 1169' from departure end of runway, 96' left of centerline, 72' AGL/99' MSL. Tree 1183' from departure end of runway, 159' right of centerline, 70' AGL/97' MSL. Tree 1176' from departure end of runway. 59' left of centerline, 69' AGL/96' MSL. Tree 846' from departure end of runway, 227' left of centerline, 65' AGL/ 92' MSL.

SUMTER. SC

SUMTER (SMS)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: Rwys 14.32, NA-VFR only Rwy 23, std. w/a min. climb of 221' per NM to 800 or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 23, for climb in visual conditions: cross Sumter airport at or above 900 MSL before proceeding on course.

NOTE: Rwy 23, trees beginning 2876' from DER, 559' left of centerline, up to 72' AGL/251' MSL, Trees beginning 117' from DER, 210' right of centerline, up to 86' AGL/265' MSL.

TARBORO, NC

TARBORO-EDGECOMBE

DEPARTURE PROCEDURE: Rwv 27, climb runway heading to 500 before turning.

UNION. SC

UNION COUNTY, TROY SHELTON FIELD

NOTE: Rwv 5, tree 1315' from departure end of runway. 400' left of centerline, 80' AGL/675' MSL, Tree 1340' from departure end of runway, 280' right of centerline, 51' AGL/678' MSL, Rwy 23, tree 38' from departure end of runway, 115' right of centerline, 10' AGL/583' MSL, Tree 58' from departure end of runway, 80' left of centerline. 28' AGL/584' MSL. Tree 1890' from departure end of runway, 400' right of centerline, 85' AGL/657' MSL. Tree 2005' from departure end of runway, 425' left of centerline, 95' AGL/667' MSL.

WADESBORO, NO

ANSON COUNTY

TAKE-OFF MINIMUMS: Rwv 16, 300-2 or std. with a min, climb of 220' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 VNM climb gradient, take-off must occur no later than 1800' prior to denarture end of runway

DEPARTURE PROCEDURE: Rwv 16, climb via heading 162° to 900 before proceeding on course.

NOTE: Rwv 16, terrain 31' from departure end of runway 345' right of centerline, 0' AGL/319' MSL, Terrain 139' from departure end of runway, 120' right of centerline, 0' AGL/309' MSL. Terrain 305' from departure end of runway, 475' right of centerline, 0' AGL/309' MSL. Tree 1263' from departure end of runway 425' left of centerline. 58' AGL/353' MSL. Tree 1381' from departure end of runway, 427' left of centerline, 61' AGL/ 356' MSL. Tree 1329' from departure end of runway. 262' right of centerline, 45' AGL/340' MSL. Tree 1337' from departure end of runway, 300' right of centerline, 48' AGL/343' MSL. Tree 1651' from departure end of runway, 282' left of centerline, 60' AGL/355' MSL. Tree 1875' from departure end of runway 142' left of centerline, 59' AGL/354' MSL. Tree 1897' from departure end of runway, 71' left of centerline, 53' AGL/ 347' MSL. Tree 2658' from departure end of runway, 55' left of centerline, 68' AGL/363' MSL. Tree 2734' from departure end of runway, 78' right of centerline, 77' AGL/ 372' MSL. Tree 3031' from departure end of runway, 156' right of centerline, 80' AGL/375' MSL, Tree 3080' from departure end of runway, 383' right of centerline, 82' AGL/377' MSL. Tree 1.62 NM from departure end of runway, 2363' left of centerline, 100' AGL/569' MSL, Rwy 34, tree 3117' from departure end of runway, 1064' right of centerline, 87' AGL/384' MSL, Building 2841' from departure end of runway, 657' right of centerline, 80' AGL/377' MSL. Silo 2712' from departure end of runway. 604' right of centerline, 88' AGL/385' MSL, Tree 2531' from departure end of runway, 276' right of centerline, 92' AGL/389'MSL, Tree 2890' from departure end of runway, 740' left of centerline, 100' AGL/439' MSL, Tree 2267' from departure end of runway, 381' right of centerline, 84' AGL/381' MSL, Tree 1947' from departure end of runway, 785' right of centerline, 82' AGL/379' MSL. Tree 1830' from departure end of runway, 699' right of centerline, 71' AGL/368' MSL. Tree 1997' from departure end of runway, 17' right of centerline, 84' AGL/381' MSL, Tree 1972' from departure end of runway, 57' right of centerline, 82' AGL/ 379' MSL. Tree 1879' from departure end of runway, 51' left of centerline, 85' AGL/382' MSL, Railroad and train 1618' from departure end of runway, on centerline, 23' AGL/354'MSL. Tree 1651'from departure end of runway, 133' left of centerline, 75' AGL/372' MSL. Tree 1540' from departure end of runway, 230' left of centerline, 71' AGL/369' MSL, Tree 1503' from departure end of runway, 367' left of centerline, 75' AGL/

372'MSL.

$\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

WALLACE, NC

HENDERSON FIELD (ACZ) ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 9, 300-1 or std w/min

climb of 389' per NM to 400.

NOTE: Rwv 9, trees 2329' from DER, 462' left of centerline 100' AGI /119' MSI Pole 5056' from DER, 1074' left of centerline, 183' AGL/216' MSL. Rwy 27, vehicles on roadway 299' from DER 421' right of centerline, 15' AGL/54' MSL, Trees 4916' from DER 1296' left of centerline 100' AGI /169'

WALNUT COVE. NO

MEADOW BROOK FIELD

TAKE-OFF MINIMUMS: Rwvs 16.34. 800-2 or std. with a min. climb of 270' per NM to 3000.

WALTERBORO.SC

LOW COUNTRY RGNL

TAKE-OFF MINIMUMS: Rwy 5, 300-1 or std. with a min. climb of 280' per NM to 300.

NOTE: Rwv 5. 93' AGL tree 960' from departure end of runway, 710' right of centerline, Rwy 9, 75' AGL tree 365' from departure end of runway, 575' right of centerline, Rwv 17, 74' AGL tree 508' from departure end of runway, 635' right of centerline, Rwy 23, 84' AGL tree 710' from departure end of runway, 675' left of centerline, Rwv 35, 69' AGL tree 1062' from departure end of runway, 690' right of centerline.

WASHINGTON, NC

WARREN FIFI D

TAKE-OFF MINIMUMS: Rwv 23, 300-1 or std. with a min, climb of 250' per NM to 300.

DEPARTURE PROCEDURE: Rwvs 17, 29, 35, climb runway heading to 400 before turning.

WAXHAW, NC

JAARS-TOWNSEND (N52)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 300-1 or std. w/min. climb of 255' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200 '/NM climb gradient, takeoff must occur no later than 2200'

NOTE: Rwy 4, trees beginning 3' from DER, left and right of centerline, up to 100' AGL/759' MSL, Rwv 22. trees beginning 2' from DER, left and right of centerline, up to 100' AGL/709' MSL.

WHITEVILLE, NC

COLUMBUS COUNTY MUNI (CPC)

ORIG 09183 (FAA)

NOTE: Rwv 6. trees beginning 2145' from DER, 553' right of centerline, up to 100' AGL/189' MSL. Trees beginning 2690' from DER, 838' left of centerline, up to 100' AGL/169' MSL. Rwy 24, trees beginning 1706' from DER, 831' right of centerline, up to 100' AGL/209' MSL. Trees beginning 732' from DER. 396' left of centerline, up to 100' AGL/209' MSL.

WILLIAMSTON, NC MARTIN COLINTY

NOTE: Rwv 3, trees beginning 158' from departure

end of runway, 98' right of centerline, up to 100' AGI /172' MSI Trees beginning 3041' from departure end of runway, 168' left of centerline up to 100' AGL /172' MSL Rwy 21, trees beginning 130' from departure end of runway 57' right of centerline up to 100' AGL/168' MSL. Trees beginning 1393' from departure end of runway 411' left of centerline up to 100' AGL/168' MSL. Vehicle on road 428' from departure end of runway, 15' AGL/80'MSL

NOTE: Rwv 6, tree 2723' from departure end of

WILMINGTON, NC

WII MINGTON INTI

runway, 558' left of centerline 57' AGL/90' MSL. Tree 3201' from departure end of runway, 401' right of centerline 73' AGL/110' MSL Tree 3552' from departure end of runway, 643' right of centerline. 78' AGI /118' MSI Rwy 17, multiple trees beginning 177' from departure end of runway, 438' right of centerline, up to 32' AGL/49' MSL. Tree 187' from departure end of runway 545' left of centerline, 24' AGL/41' MSL. Multiple trees beginning 418' from departure end of runway, 540' left of centerline, up to 39' AGL/53' MSL. Tree 620' from departure end of runway, 246' left of centerline, 24' AGL/38' MSL. Tree 1468' from departure end of runway, 684' right of centerline. 66' AGL/83' MSL. Tree 1689' from departure end of runway, 592' right of centerline, 52' AGL/69' MSL. Transmission lines 3347' from departure end of runway 1300' left to 1300' right of centerline 135' AGL/160' MSL. Rwy 24, tree 163' from departure end of runway, 454 left of centerline, 61' AGL/75' MSL. Multiple trees beginning 1663' from departure end of runway, 277' left of centerline, up to 66' AGL/83' MSL. Rwv 35, tree 1500' from departure end of runway, 300' right of centerline, 50' AGL/83' MSL. Funnel 1796' from departure end of runway, 882' left of centerline, 57' AGL/90' MSL. Multiple trees beginning 1916' from departure end of runway, 138' right of centerline, up to 94' AGL/131' MSL. Multiple trees beginning 2486' from departure end of runway, 143' left of centerline, up to 107' AGL/140' MSL.

WILSON, NC

WILSON INDUSTRIAL AIR CENTER DEPARTURE PROCEDURE: For departures 260° CW 320°: Rwy 27, climbing left turn to 2500 on heading 260° before proceeding on course. Rwys 15, 21, climbing right turn to 2500 on heading 260° before proceeding on course. Rwys 3, 9, 33, climbing left turn to 2500 on heading 320° before proceeding on course.



WINSTON-SALEM, NC

SMITH REYNOLDS (INT) AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: Rwv 22, 500-234 or std. with a

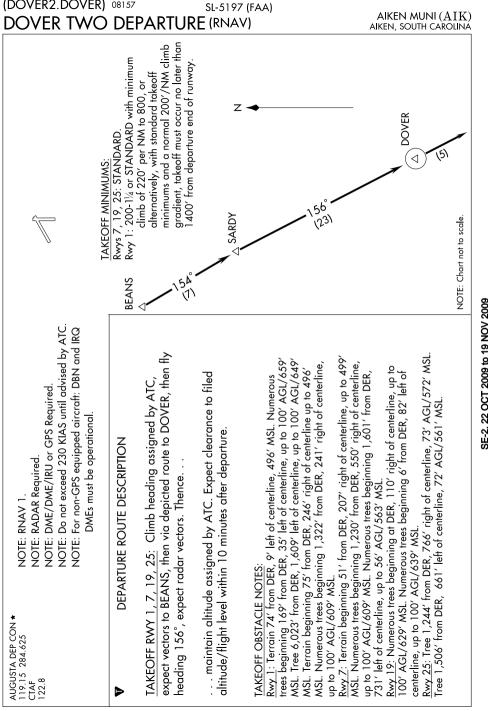
min_climb of 330' per NM to 1600

NOTE: Rwv 4, multiple trees beginning 1014' from departure end of runway, 159' left of centerline, up to 92' AGL/1041 MSL. Multiple trees beginning 2 from departure end of runway, 195' right of centerline, up to 62' AGL/1051' MSL. Rwv 15, bush and multiple trees beginning 109' from departure end of runway, 237' left of centerline, up to 81' AGL/960' MSL, Multiple trees beginning 123' from departure end of runway, 433' right of centerline, up to 66' AGL/945' MSL. Rwy 22, multiple trees beginning 376' from departure end of runway, 136' left of centerline, up to 65' AGL/1014' MSL. Antenna 4538' from departure end of runway, 1044' left of centerline, 189' AGL/1138' MSL, Tower 2.1 NM from departure end of runway, 2784' left of centerline, 468' AGL/1395' MSL, Antenna on building 2.3 NM from departure end of runway, 3230' left of centerline, 460' AGL/1376' MSL, Rwy 33, floodlight, multiple hangars. poles, and trees beginning 230' from departure end of runway, 41' left of centerline, up to 74' AGL/1083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from departure end of runway, 141' right of

centerline, up to 85' AGL/1084' MSL.

(CHATT2.CHATT) 08157 AIKEN MUNI (AIK) CHATT TWO DEPARTURE (RNAV) SL-5197 (FAA) AIKEN, SOUTH CAROLINA AUGUSTA DEP CON★ **GREENSBORO** 119.15 284.625 CTAF GSO 122.8 NOTE: RNAV 1. NOTE: RADAR Required. HOGAP NOTE: DME/DME/IRU or GPS Required. NOTE: Do not exceed 230 KIAS until advised by ATC. NOTE: Aircraft departing AIK and AGS expect radar vectors to SWANG. NOTE: For Turbojet aircraft during Masters golf tournament week. NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational. NOTE: Chart not to scale V DEPARTURE ROUTE DESCRIPTION CHATT TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT, Thence... ... maintain altitude assigned by ATC. Expect SWANG clearance to filed altitude/flight level within 10 minutes after departure. GREENSBORO TRANSITION (CHATT2.GSO): HOGAP TRANSITION (CHATT2.HOGAP): TAKEOFF OBSTACLE NOTES: Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL. Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' TAKEOFF MINIMUMS: AGL/609' MSL. Numerous trees beginning 1,601' from Rwy 7, 19, 25: STANDARD. DER, 731' left of centerline, up to 56' AGL/563' MSL. Rwy 1: 200-1¼ or STANDARD with a Rwy 19: Numerous trees beginning at DER, 110' right minimum climb of 220' per NM to of centerline, up to 100' AGL/629' MSL. Numerous trees 800, or alternatively, with standard beginning 6' from DER, 82' left of centerline, up to 100' takeoff minimums and a normal AGL/639' MSL. 200'/NM climb gradient, takeoff Rwy 25: Tree 1,244' from DER, 766' right of centerline, must occur no later than 1400' prior 73' AGL/572 MSL. Tree 1,506' from DER, 661' left of to departure end of runway. centerline, 72' AGL/561' MSL.

SE-2 22 OCT 2009 to 19 NOV 2009



(JUNPR2.JUNPR) 08157 SL-5197 (FAA) AIKEN MUNI (AIK) JUNPR TWO DEPARTURE (RNAV) AIKEN. SOUTH CAROLINA AUGUSTA DEP CON★ 119.15 284.625 CTAF 122.8 NOTE: RNAV 1. NOTE: RADAR Required. NOTE: DME/DME/IRU or GPS Required. NOTE: Do not exceed 230 KIAS until advised **PARRR** by ATC. NOTE: For non-GPS equipped aircraft: MCN, IRQ, and AMG DMEs must be operational for ALMA transitions; MCN and IRQ DMEs must be operational for MACON transitions. KNINE SE-2, 22 OCT 2009 to 19 NOV 2009 MACON 10000 MCN *2300 JUNPR 267 (62)TAKE OFF MINIMUMS: Rwys 7, 19, 25: STANDARD. Rwy 1: 200-11/4 or STANDARD with minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' from departure end of runway. ALMA **AMG** (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

(JUNPR2.JUNPR) 08157 SL-5197 (FAA) JUNPR TWO DEPARTURE (RNAV)

AIKEN MUNI (AIK) AIKEN, SOUTH CAROLINA

V

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to PARRR, then via depicted route to JUNPR. Thence. . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

ALMA TRANSITION (JUNPR2.AMG): MACON TRANSITION (JUNPR2.MCN):

TAKEOFF OBSTACLE NOTES: Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees

beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL.

Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MŠL.

Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL.

Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of

centerline, up to 56' AGL/563' MSL. Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline,

up to 100' AGL/639' MSL. Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572' MSL. Tree

1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

9127 SL-5197 (FAA) **DEPARTURE** (RNAV) eet AGL/609 feet MSL. Numerous trees beginning 1,601 feet Rwy 1: Terrain 74 feet from DER, 9 feet left of centerline, 496 feer MSL. Numerous trees beginning 169 feet from DER, 35 feet left of centerline, up to 100 feet AGL/659 feet MSL. Tree 6,023 feet from DER, 1,609 feet left of centerline, up to of centerline, up to 499 feet MSL. Numerous trees beginning rom DER, 731 feet left of centerline, up to 56 feet AGL/563 100 feet AGL/649 feet MSL. Terrain beginning 75 feet from ,230 feet from DER, 550 feet right of centerline, up to 100 Rwy 7: Terrain beginning 51 feet from DER, 207 feet right Numerous trees beginning 1,322 feet from DER, 241 feet right of centerline, up to 100 feet AGL/609 feet MSL. DER, 246 feet right of centerline up to 496 feet MSL. ... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight AKEOFF OBSTACLE NOTES: TAKEOFF RWY 1, 7, 19, 25: Climb on assigned heading for radar vectors to PARRR, then via depicted route to KAOLN. Thence. . DEPARTURE ROUTE DESCRIPTION eet MSL. FOURR (s) (s) **PGAAA** level within 10 minutes atter departure. standard takeoff minimums and a normal 200 feet/ NM climb gradient, takeoff must occur no later than A) KAOIN Rwy 1: 200-11/4 or Standard with minimum obstacle climb of 220 feet per NM to 800, or alternatively, with 1400 feet prior to departure end of runway. VOTE: DME/DME/IRU or GPS Required. Rwys 7, 19, 25: Standard. NOTE: RADAR Required. TAKE OFF MINIMUMS:

AUGUSTA DEP CON★

119.15 284.625

teet MSL.

Rwy 19: Numerous trees beginning at DER, 110 feet right of APP Centerline, up to 100 feet AGL/629 feet MSL. Numerous trees APP Centerline, up to 100 feet AGL/639 feet left of centerline, up to APP CENTER 100 feet AGL/639 feet MSL.

Rwy 25: Tree 1,244 feet from DER, 766 feet right of centerline, APP CENTER AGL/572 feet MSL.

The set AGL/572 feet AGL/561 feet MSL.

The set AGL/572 feet AGL/561 feet MSL.

The set AGL/572 feet AGL/561 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

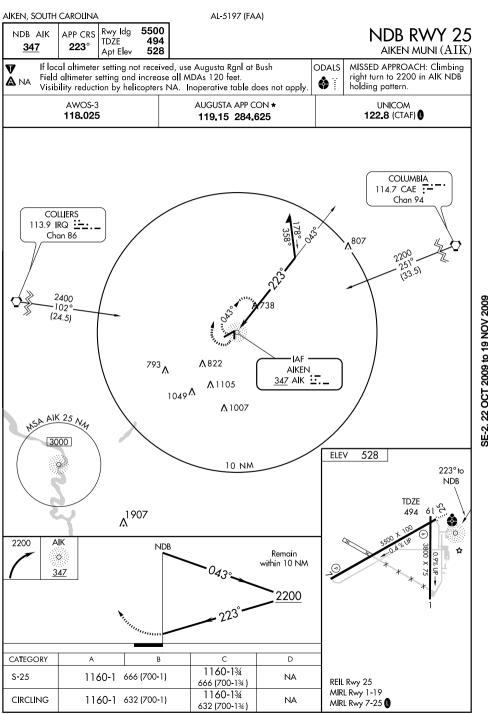
For non-GPS equipped aircraft: CAE and IRQ DMEs

VOTE: Do not exceed 230 KIAS until advised by ATC.

JOTE: RNAV 1

VOTE: For Turbojet aircraft only. must be operational. NOTE: For use during Masters Golf Tournament week only.

NOTE: Chart not to scale.



SL-5197 (FAA)

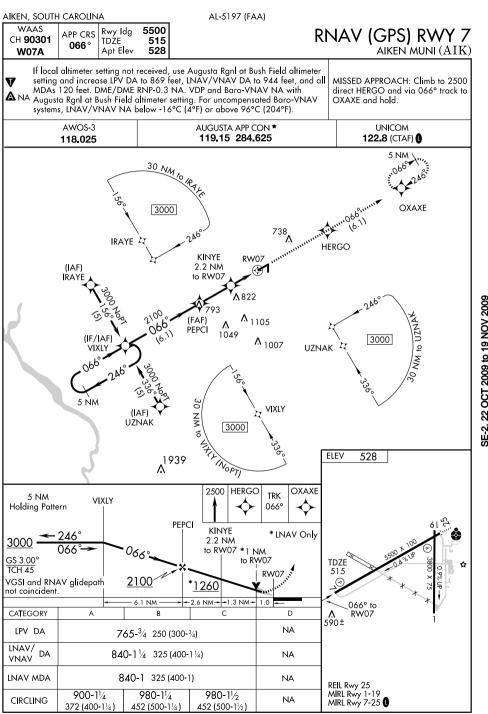
AIKEN MUNI (ATK)

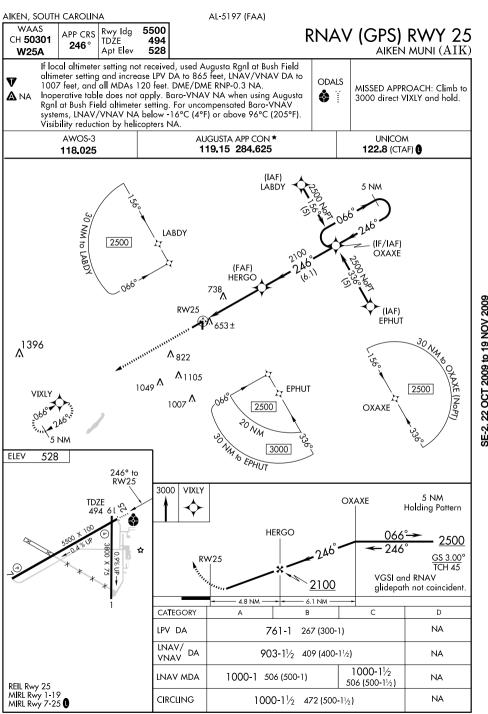
SE-2 22 OCT 2009 to 19 NOV 2009

AIKEN, SOUTH CAROLINA

(RDBUD2.RDBUD) 08157

RDBUD TWO DEPARTURE (RNAV)





SE-2 22 OCT 2009 to 19 NOV 2009

AIKEN MUNI (ATK)

AIKEN, SOUTH CAROLINA

NOTE: RNAV 1 NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required. NOTE: Do not exceed 230 KIAS until advised by ATC. NOTE: Aircraft departing AIK and AGS expect radar vectors to SAMMI.

SAMMI TWO DEPARTURE (RNAV) SL-5197 (FAA)



Rwy 7, 19, 25: STANDARD. Rwy 1: 200-11/4 or STANDARD with a minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

TAKEOFF MINIMUMS:

(SAMMI2.SAMMI) 08157

AUGUSTA DEP CON★ 119.15 284.625

CTAF

122.8

V

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

to TRPLE, then via depicted route to SAMMI, then fly heading 085°, Expect radar vectors. Thence

... maintain altitude assigned by ATC. Expect clearance to filed altitude/ flight level within 10 minutes after departure.

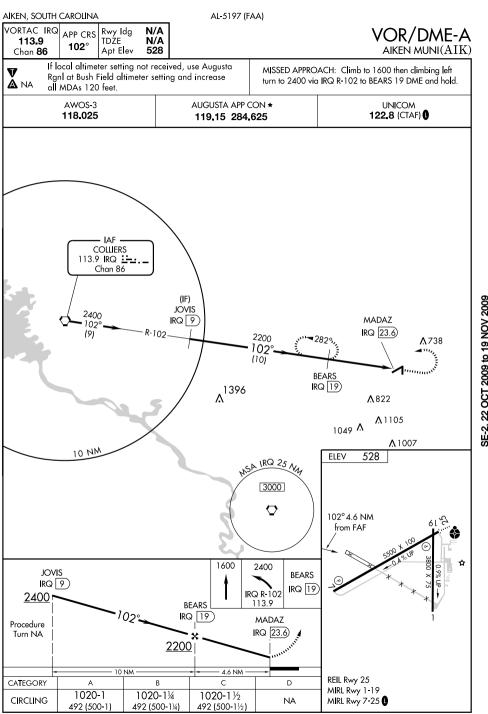
TAKEOFF OBSTACLE NOTES:

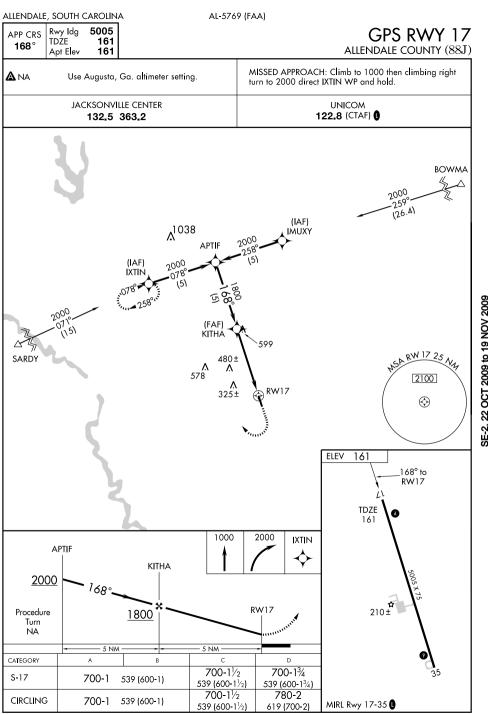
Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to

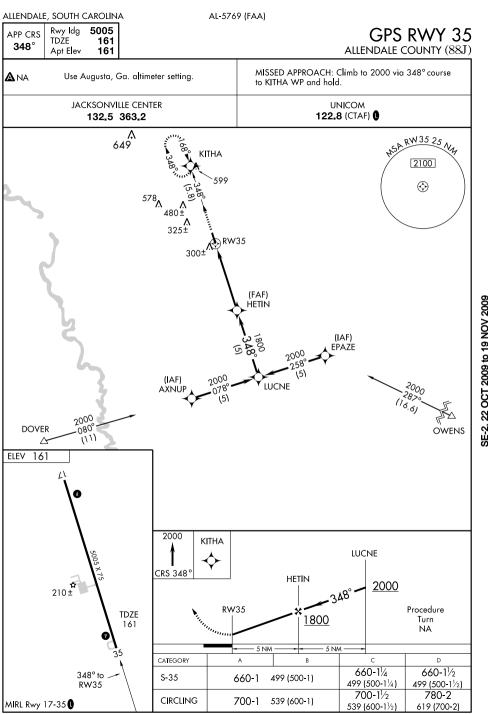
100' AGL/609' MŠL. Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to

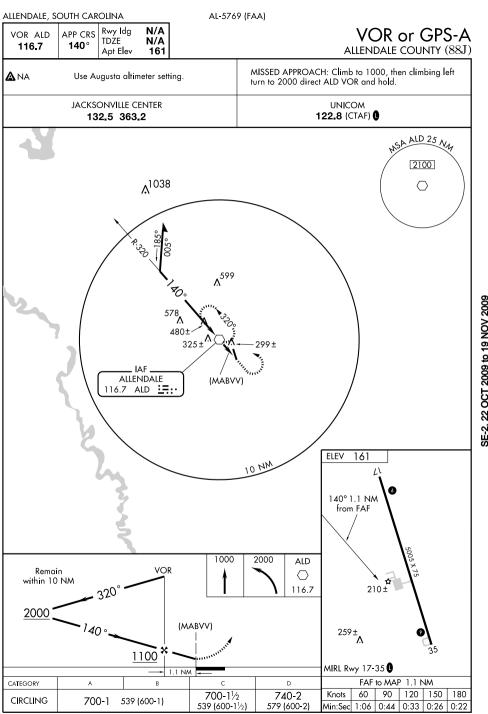
100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL. Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.

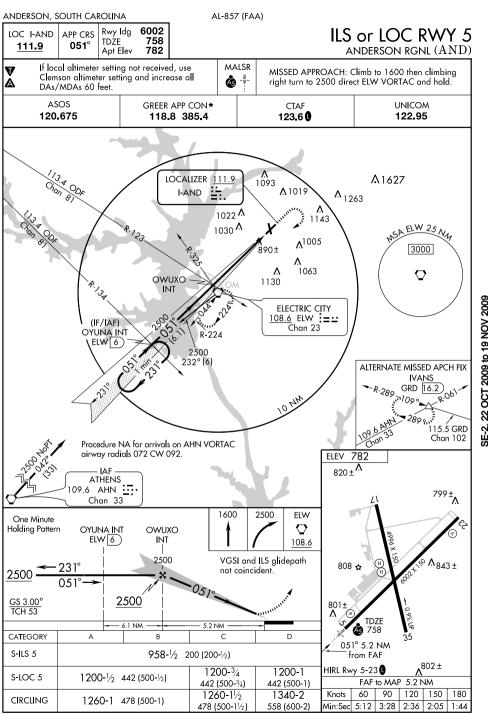
Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572' MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

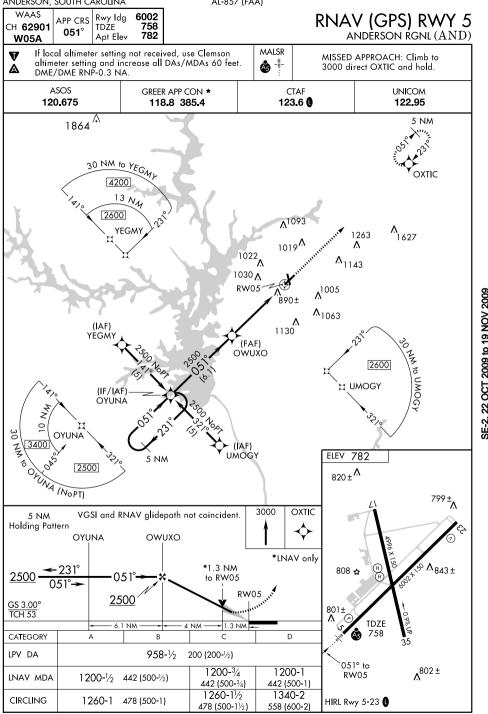


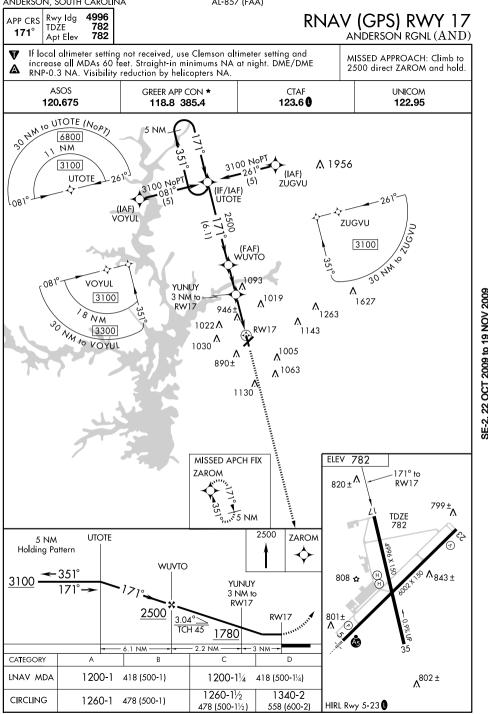


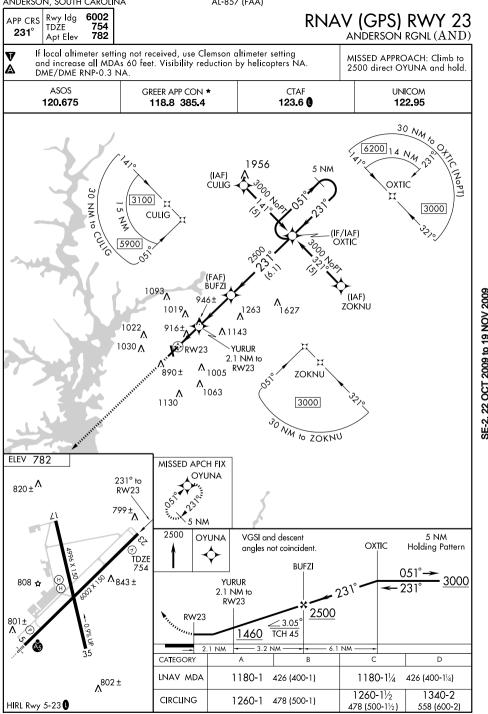


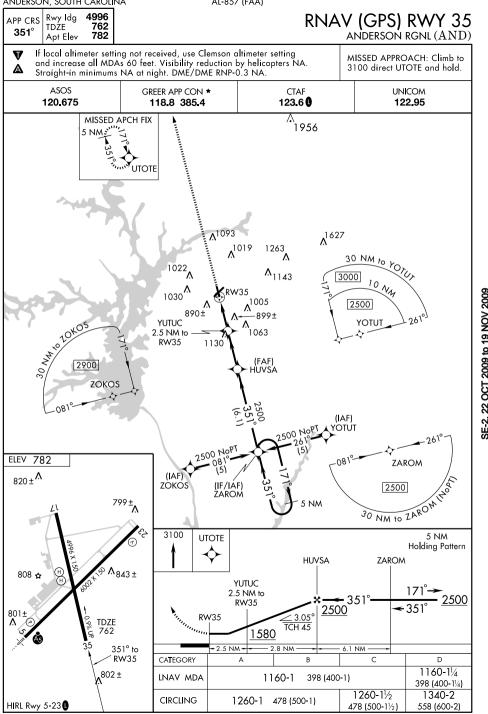


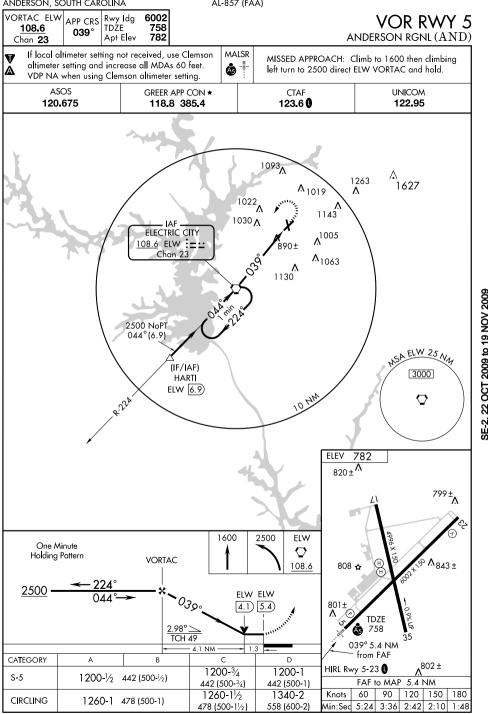


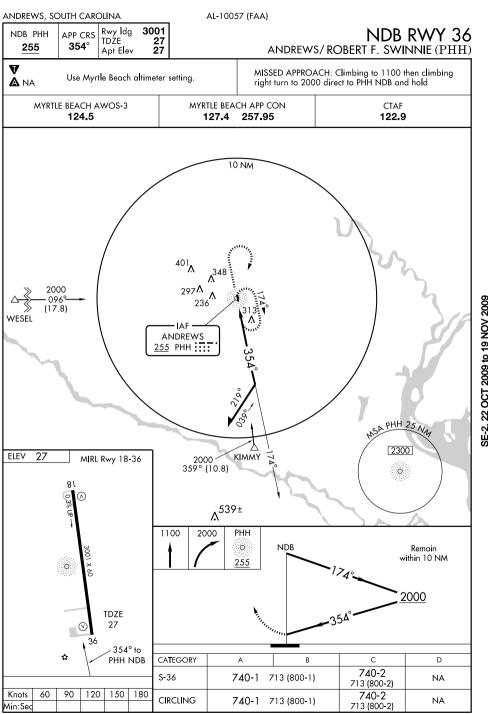


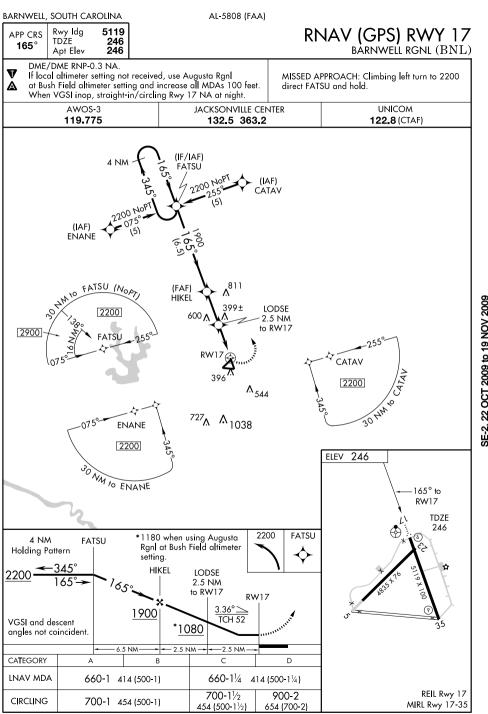


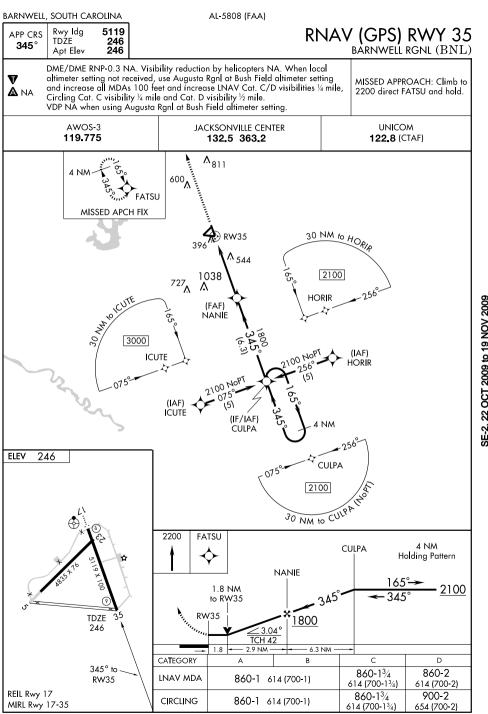


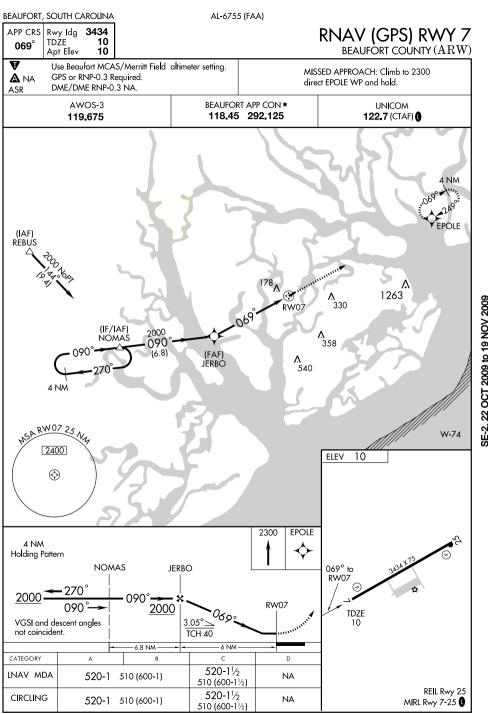


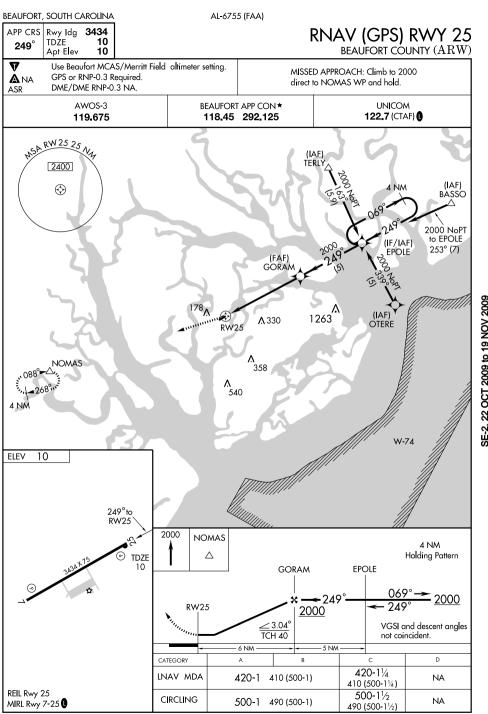


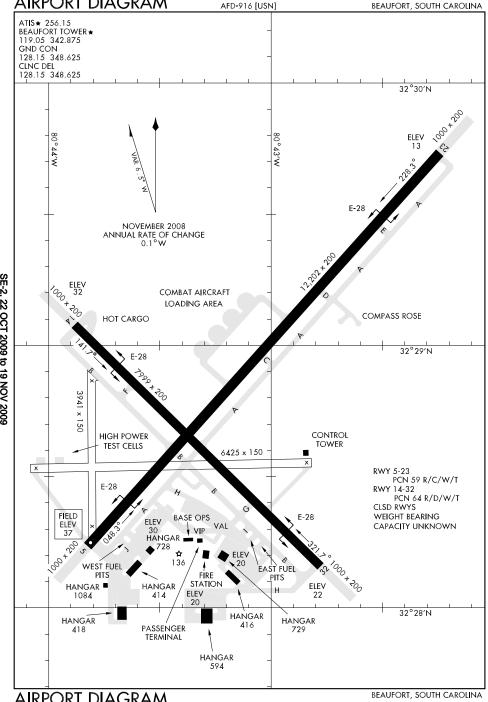


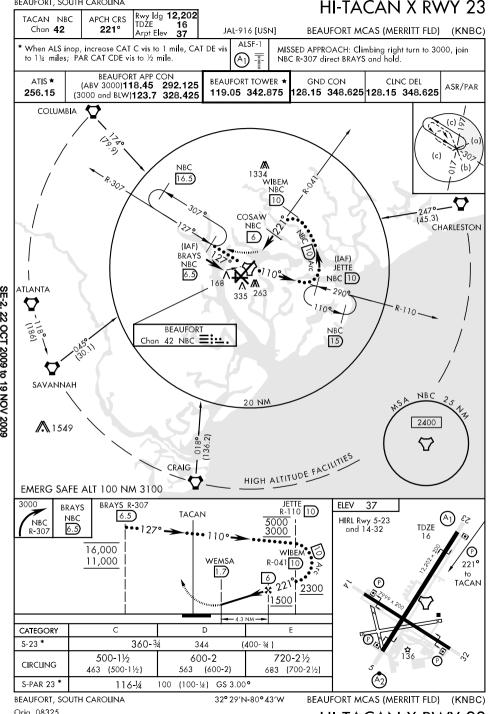


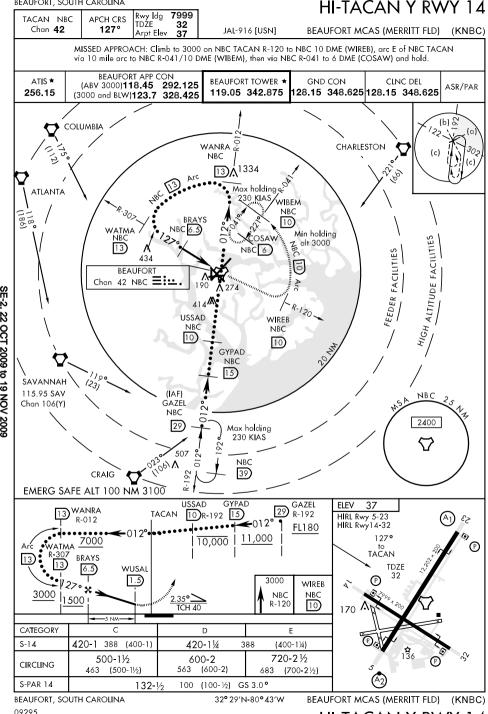


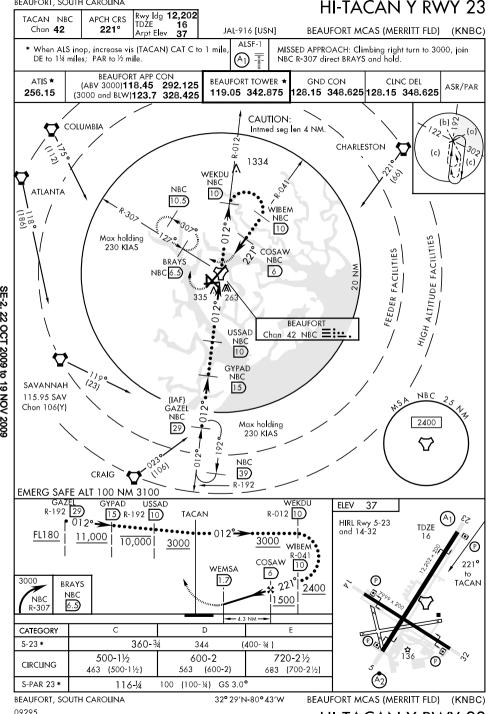


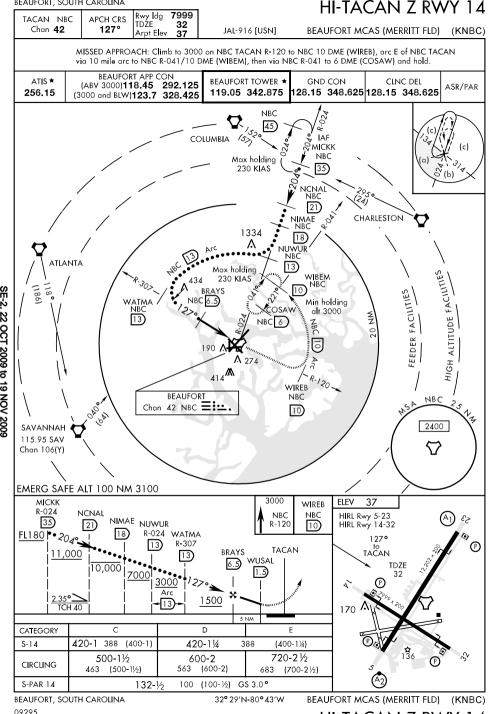


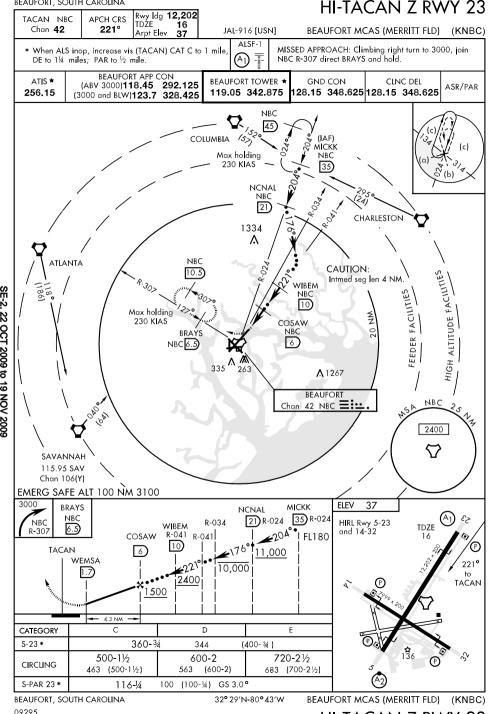


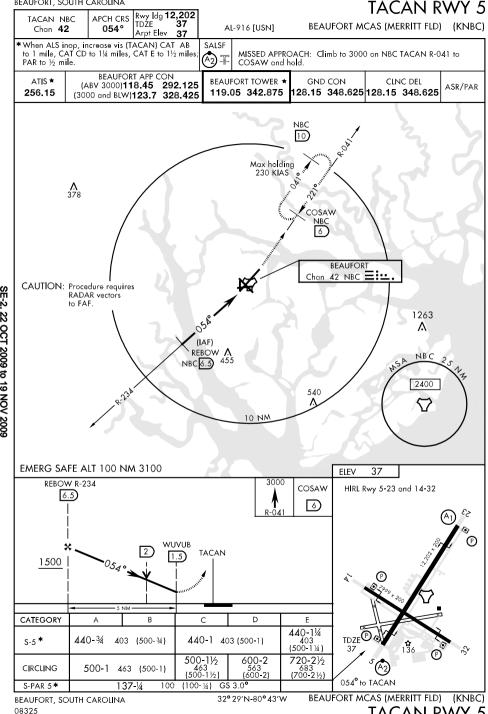


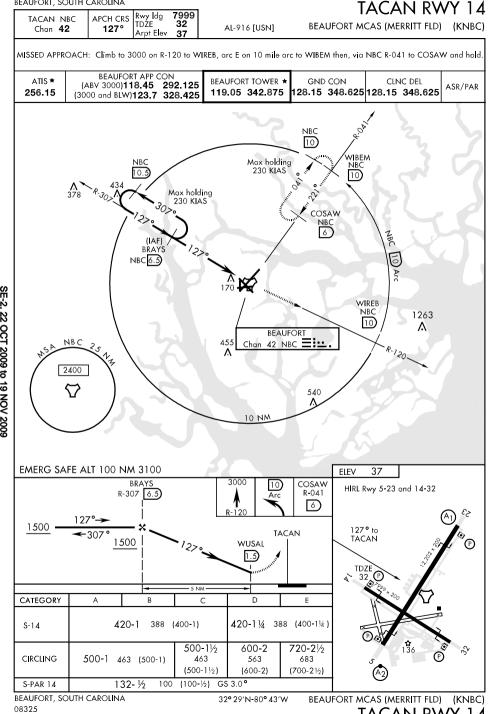


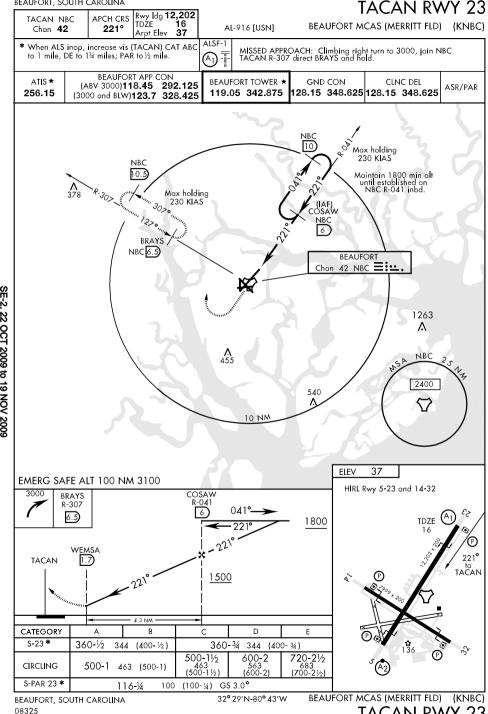


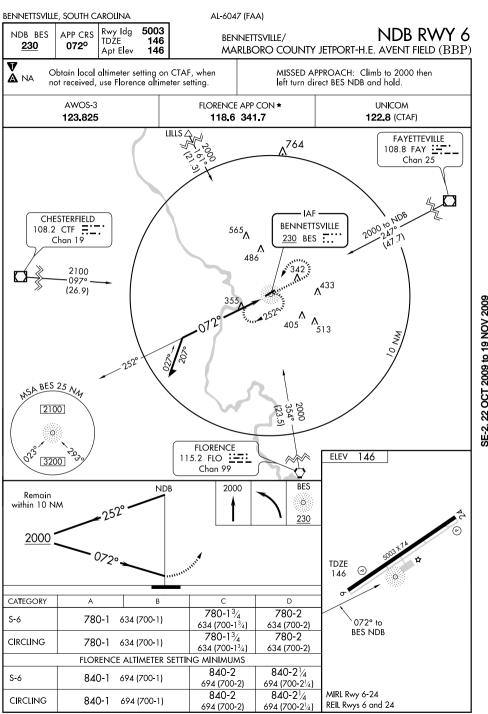


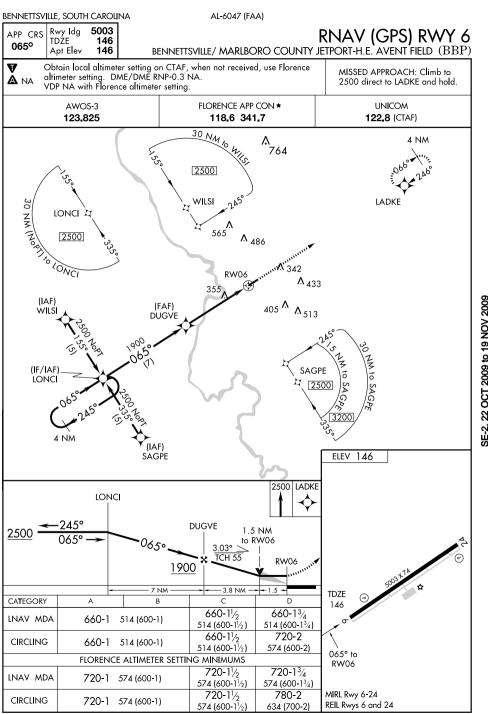


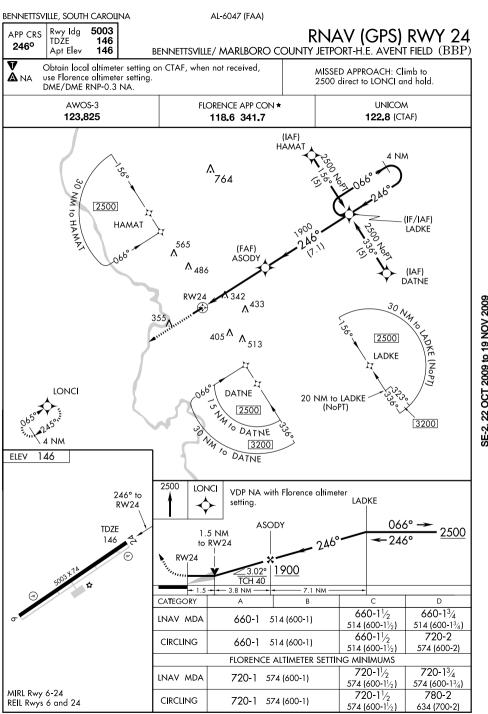


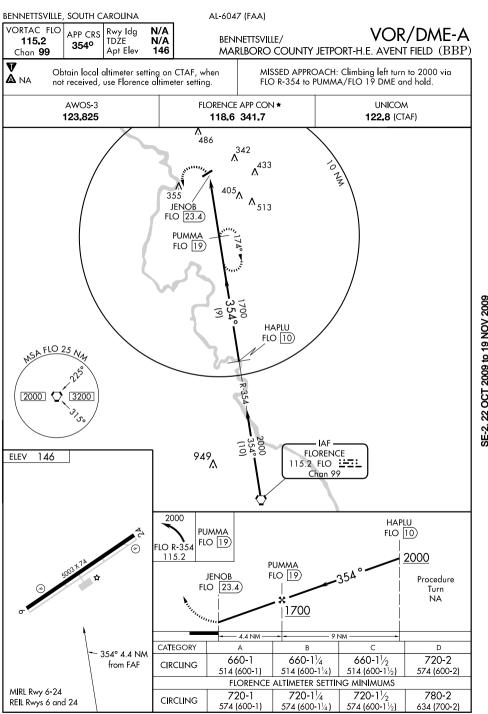


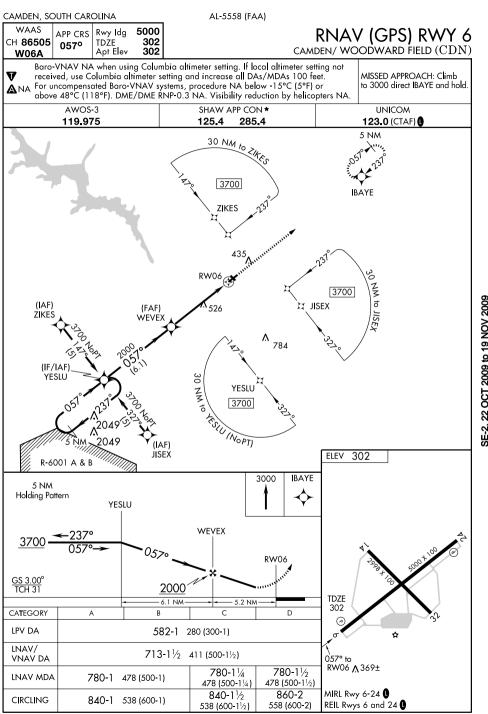


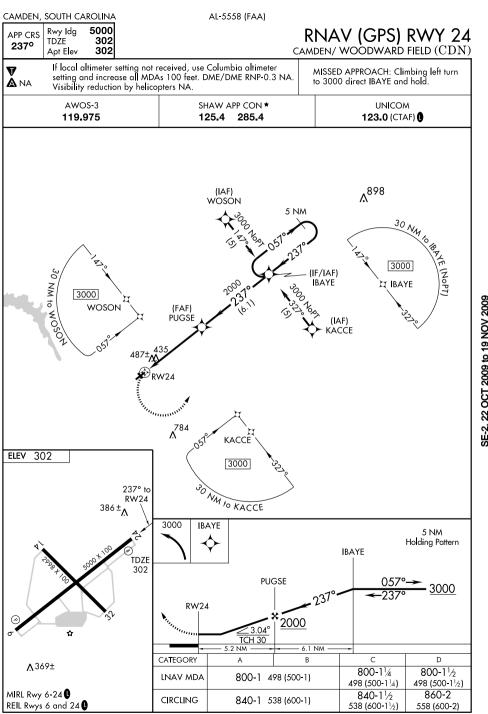


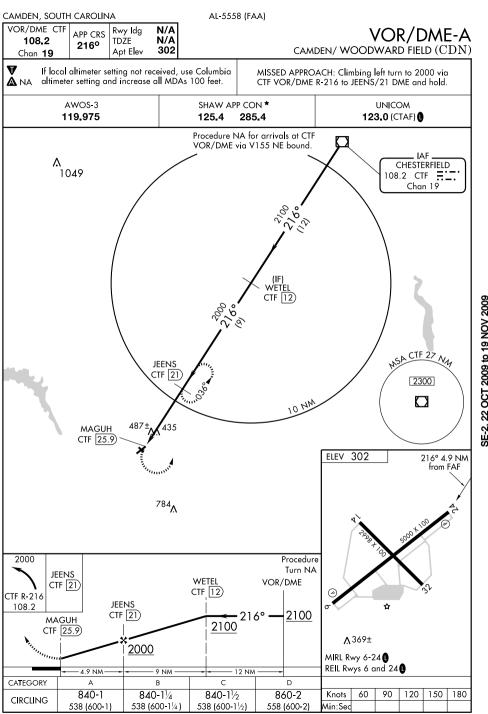


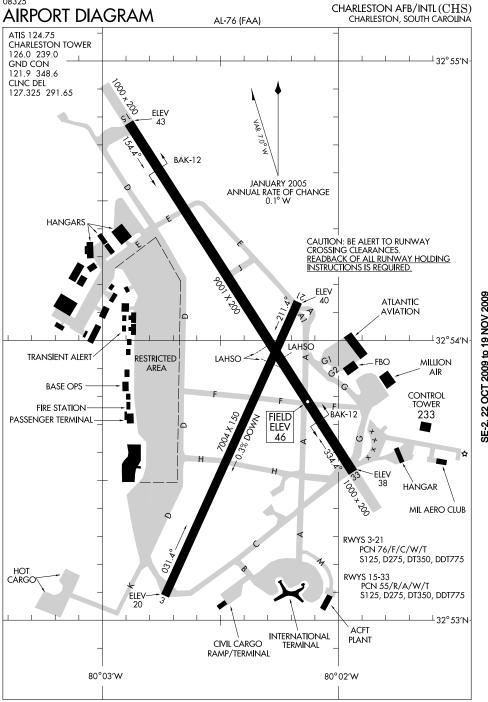


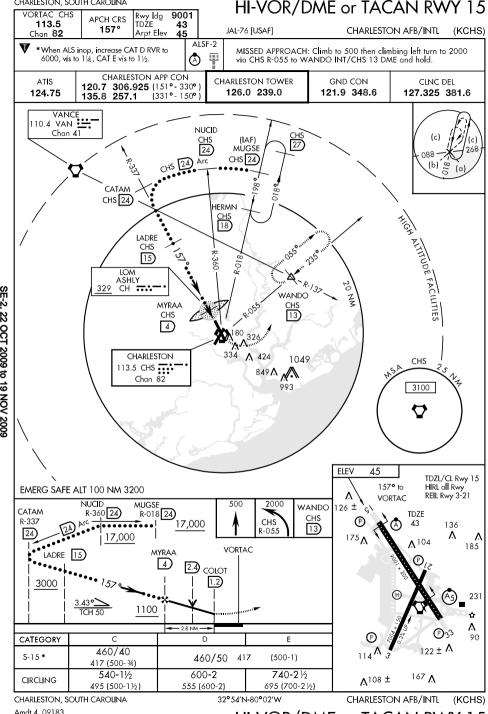


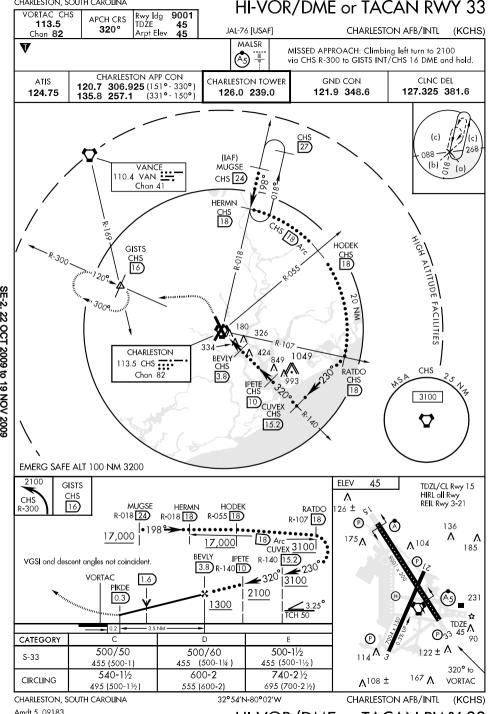


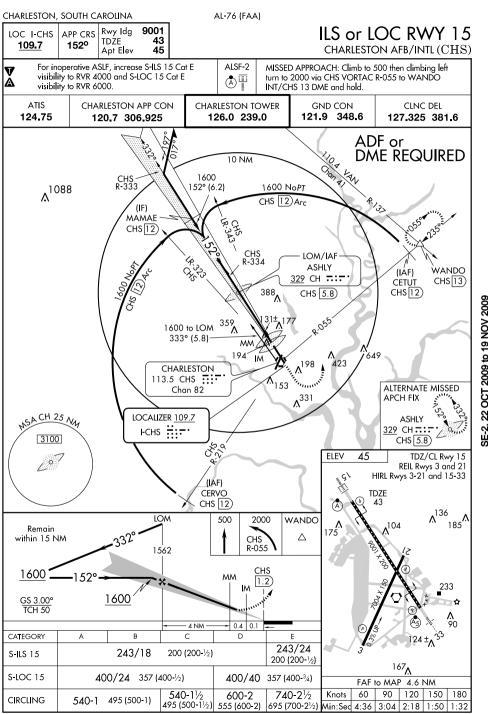


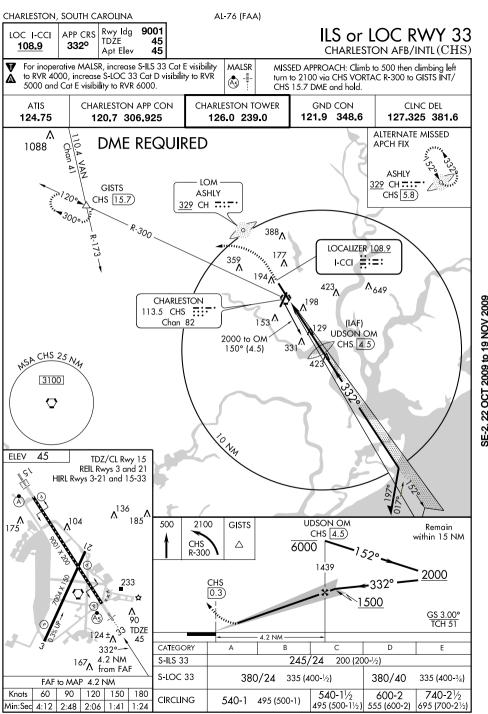


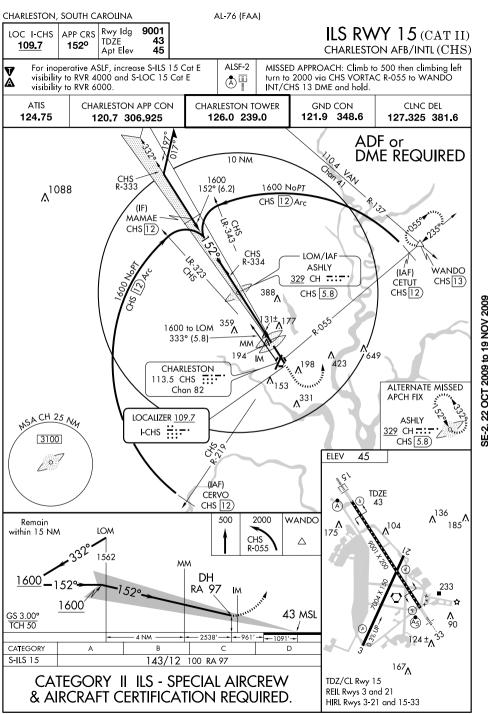


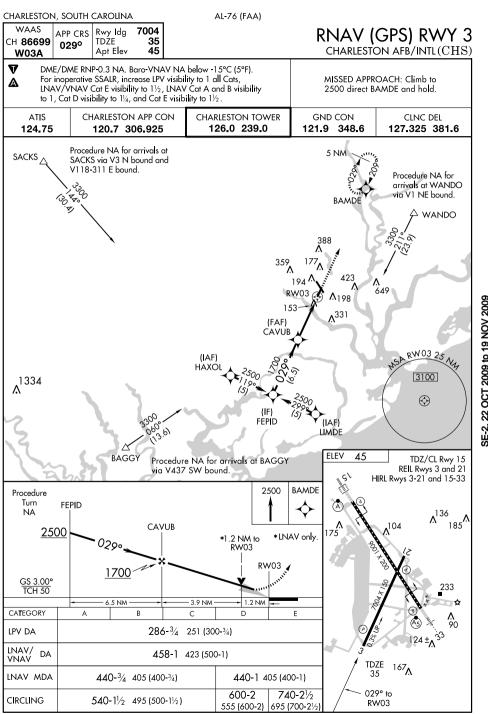


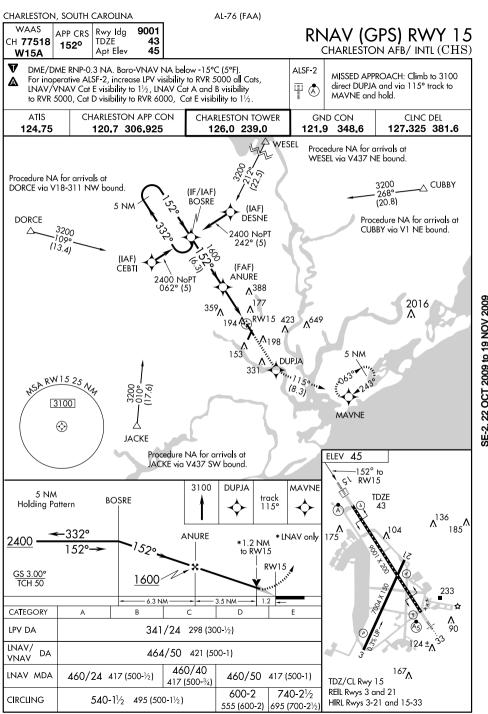


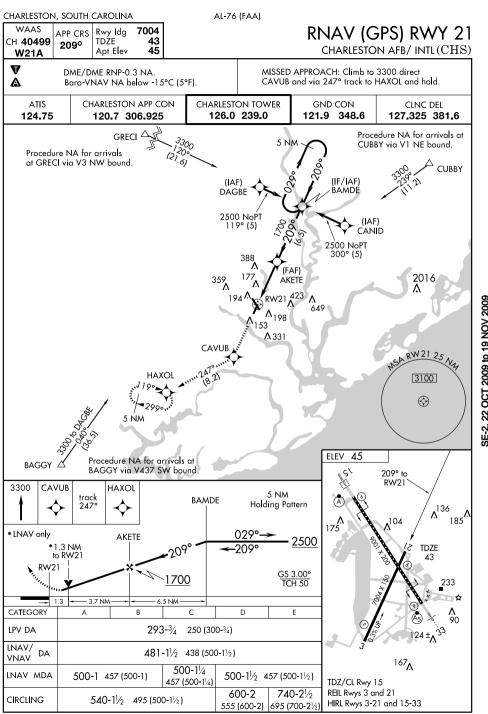


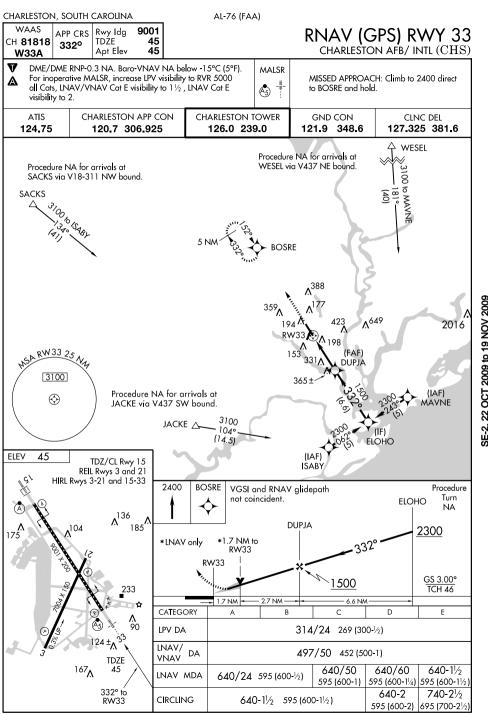


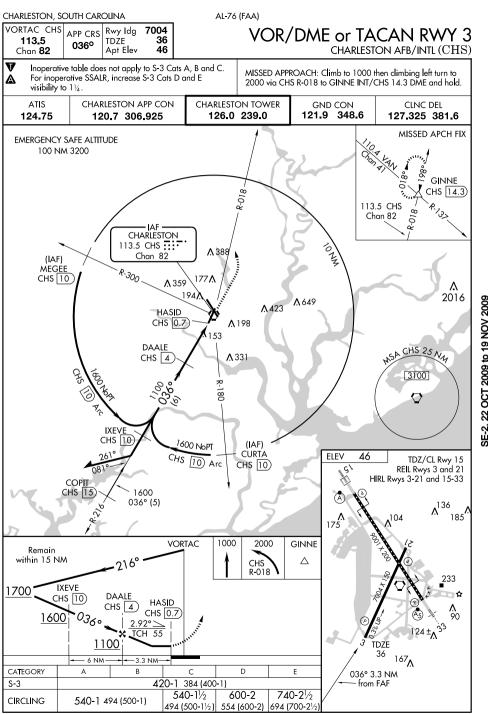


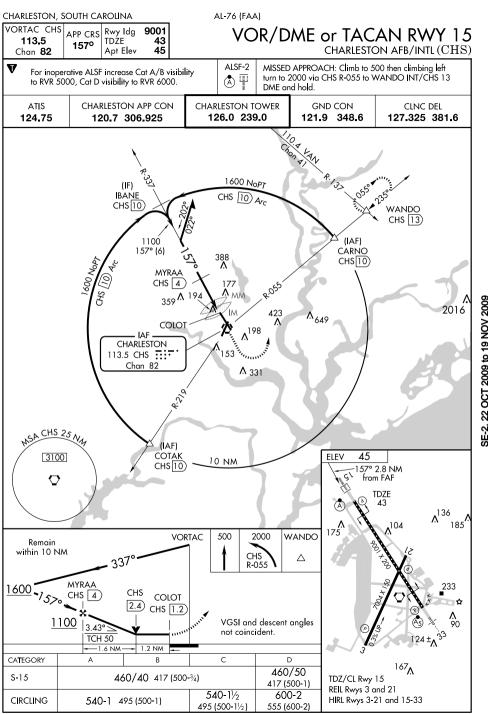


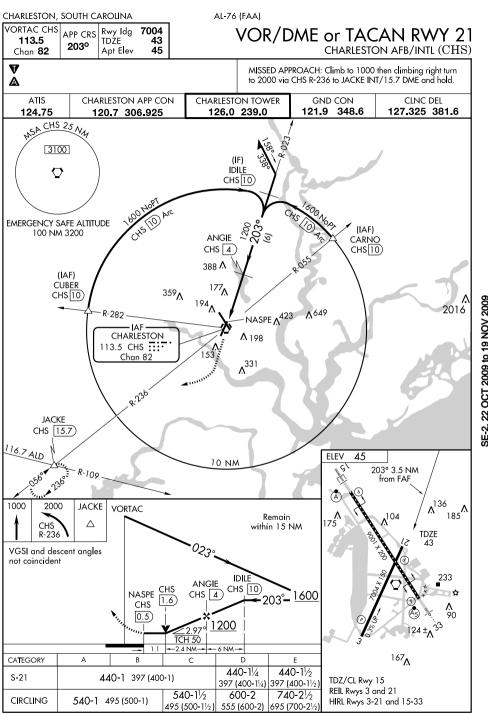


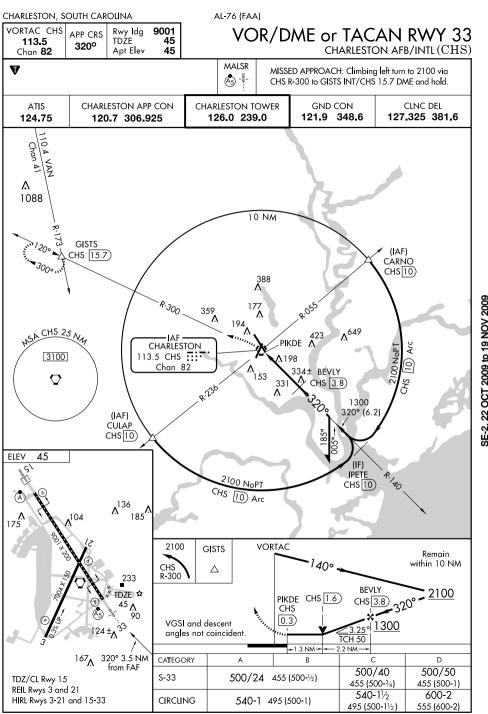


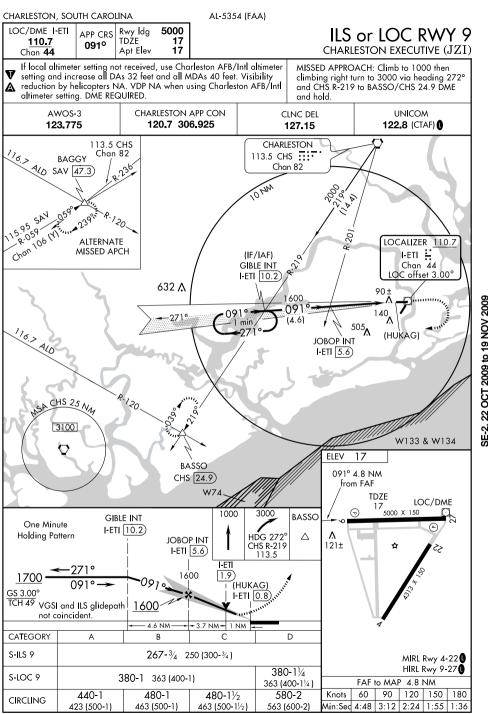


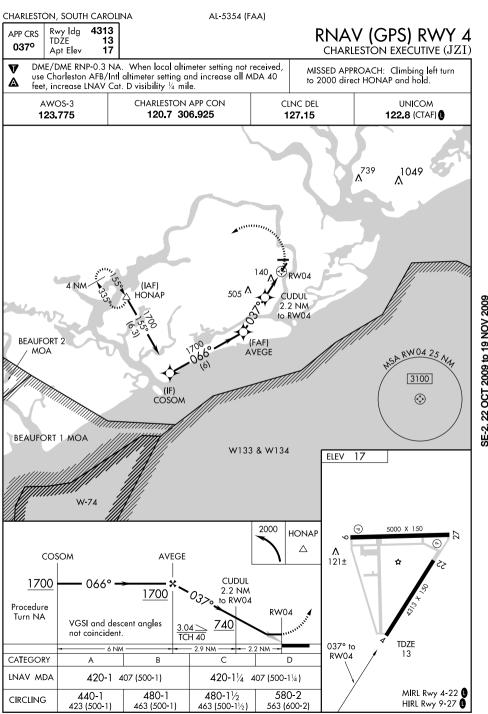


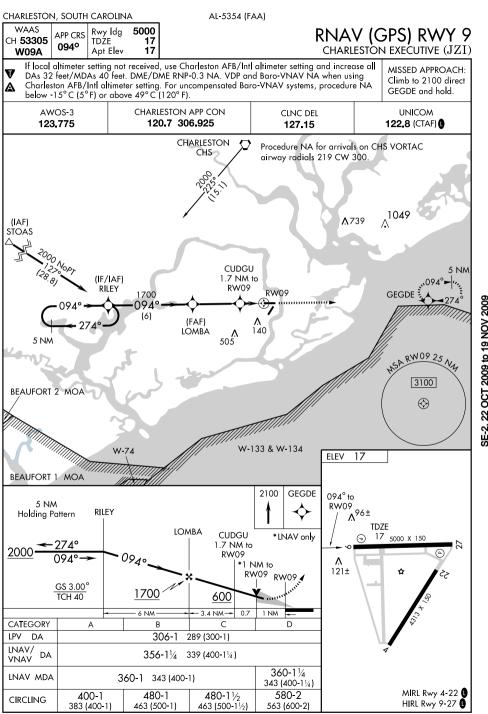


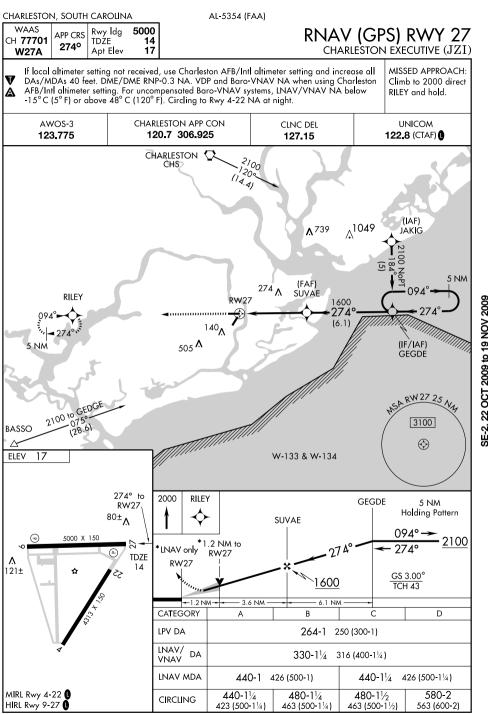


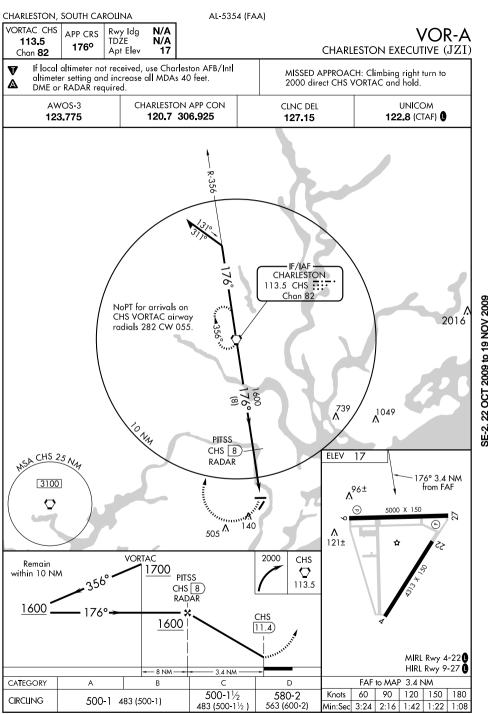


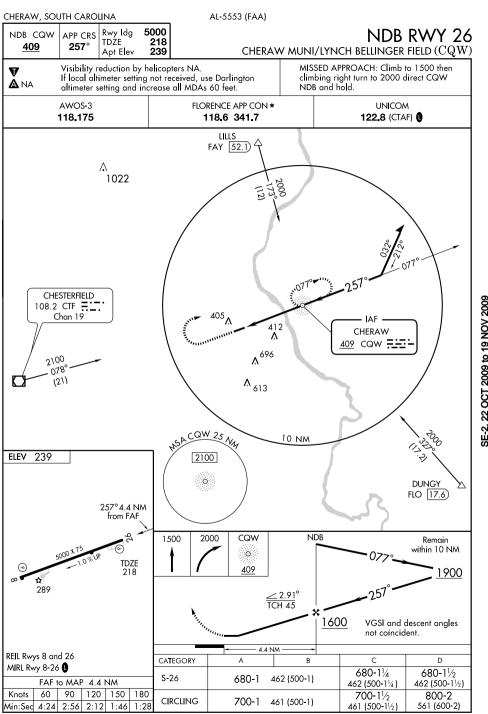


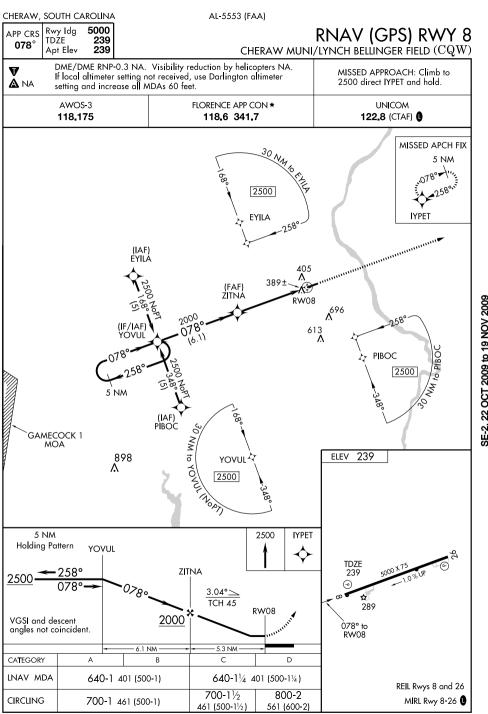


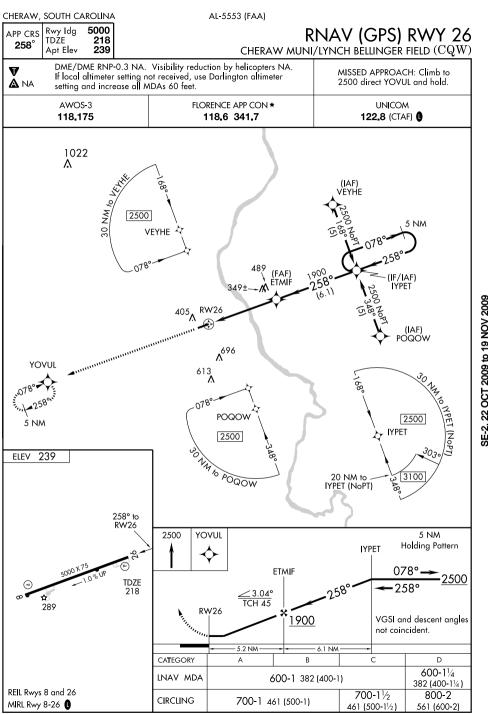


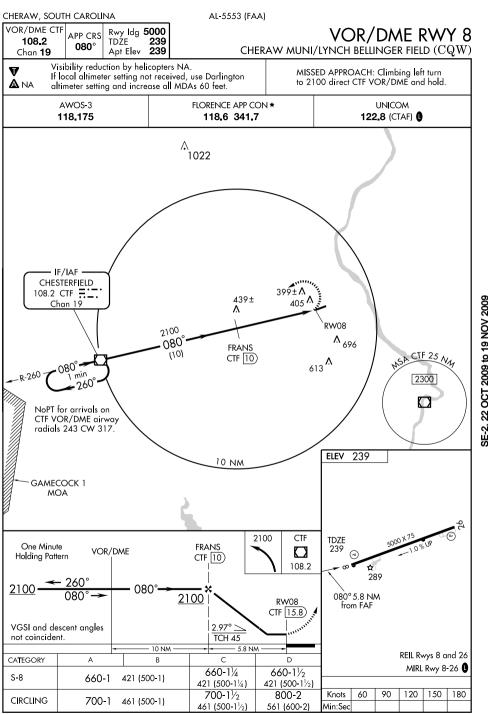


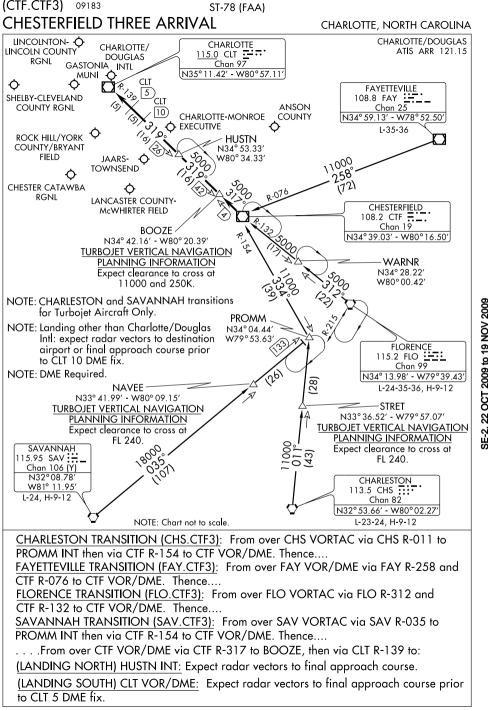






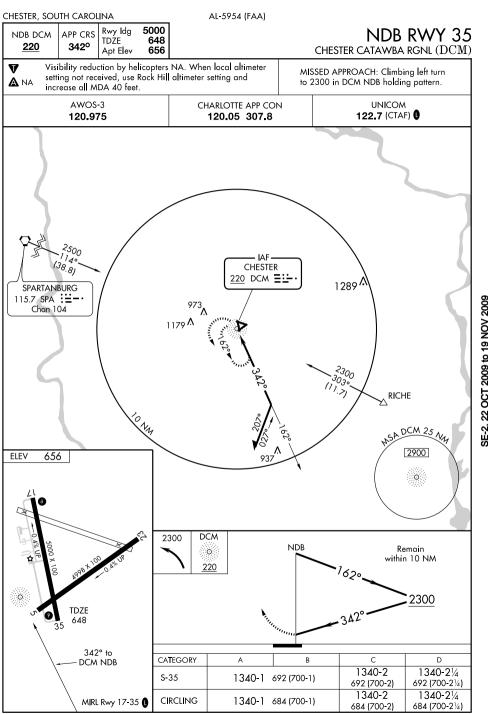


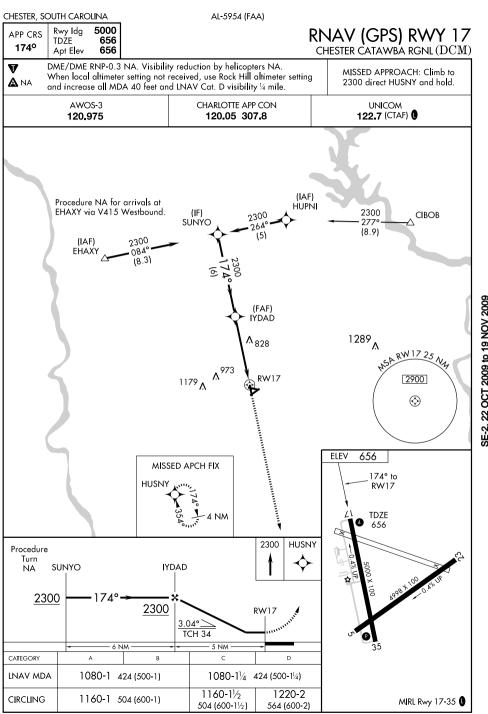


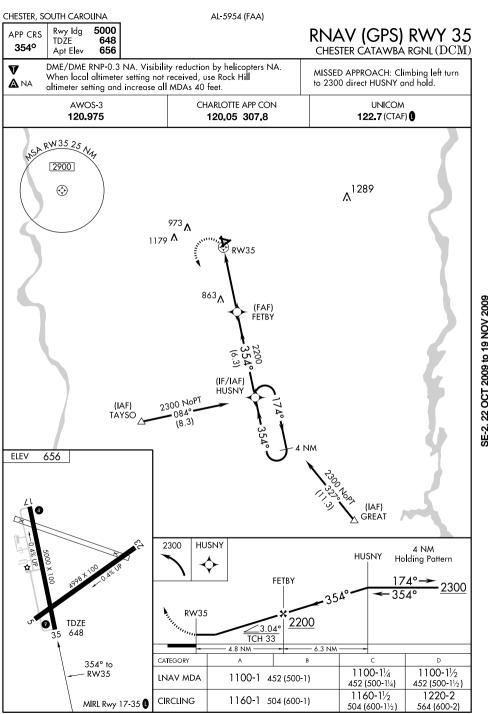


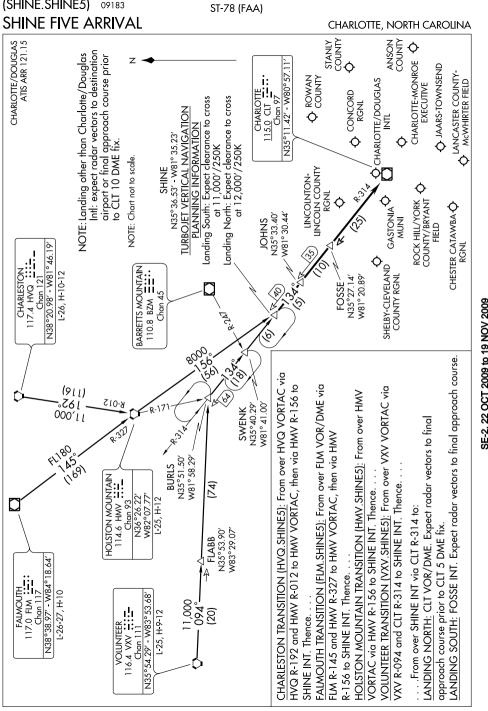
(MAJIC.MAJIC1) 09183 ST-78 (FAA) MAJIC ONE ARRIVAL CHARLOTTE, NORTH CAROLINA CHARLOTTE/DOUGLAS ROANOKE ATIS ARR 121.15 109.4 ROA : CHARLOTTE APP CON Chan 31 (001° -119°) 128.32 N37°20.61′ - W80°04.23′ LYNCHBURG (120° -245°) 120.05 L-26, H-10-12 109.2 LYH 🗔 (246° -360°) 134.75 15NM 181° (61) Chan 29 (180° -359°) 257.2 N37° 15.28′ (360° -179°) 307.8 MAYOS W79° 14.19′ N36° 19.59′ - W79° 59.79′ L-26-36, H-10-12 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL220. KELLS N36° 35.17' MAJIC W79° 47.17′ N35°48.71′ - W80°26.17′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION RALEIGH/DURHAM Expect to cross at 13,000'/250K. 117.2 RDU 🗔 Chan 119 N35° 52.35' W78° 47.00' L-36, H-9-12 11000 SUDSY -273° N35° 44.58′ (40)W80° 29.63' LIBERTY 113.0 LIB :-:: LINCOLNTON-CLT Chan 77 LINCOLN COUNTY **GIZMO** 10) N35° 48.70′ N35° 32.99′ W80° 39.29′ **RGNL** W79° 36.76′ SHELBY-CLT CHARLOTTE CLEVELAND DOUGLAS A 5 COUNTY RGNL INTL CHARLOTTE NOTE: DME required. 115.0 CLT -NOTE: RADAR required for LIB R-273. GASTONIA MUN NOTE: Landing other than Charlotte/ N35°11.42′ - W80°57.11′ Douglas Intl; expect radar ROCK HILL/YORK CHARLOTTE-MONROE vectors to destination airport COUNTY/BRYANT **EXECUTIVE** ANSON or final approach course prior **FIELD** COUNTY JAARSto CLT 10 DME fix. TOWNSEND CHESTER CATAWBA **RGNL** LANCASTER COUNTY-McWHIRTER FIELD NOTE: Chart not to scale. LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . . LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . . ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence.From over MAJIC via CLT R-039 to: LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix. LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

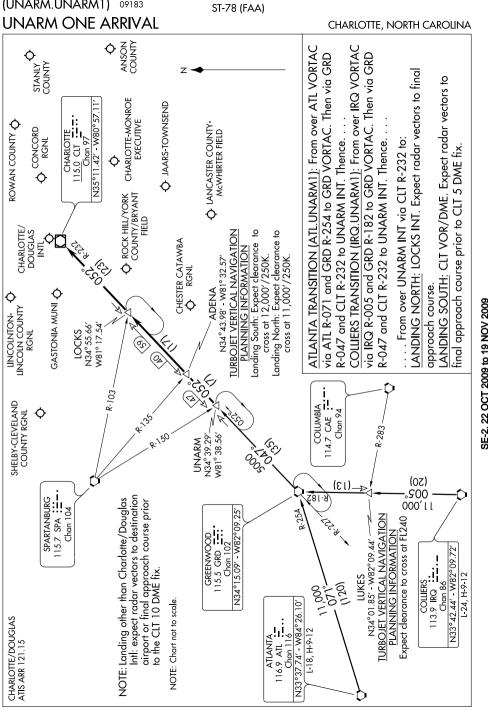
SE-2 22 OCT 2009 to 19 NOV 2009

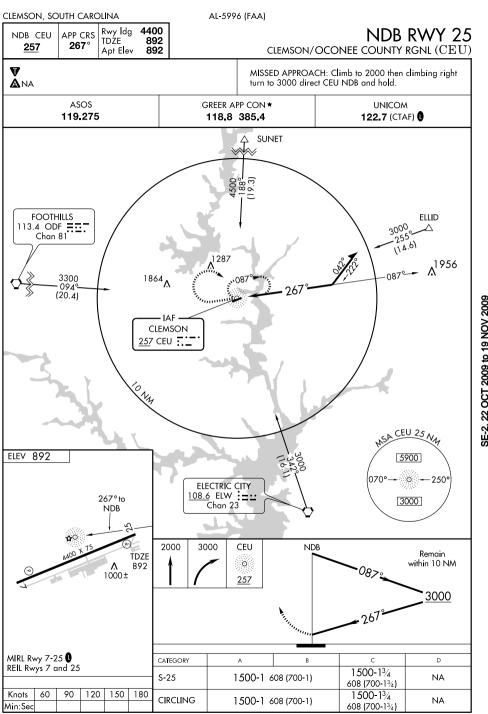


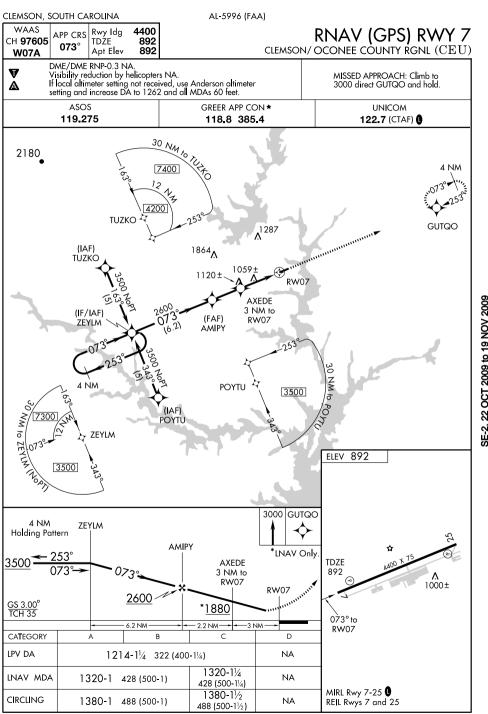


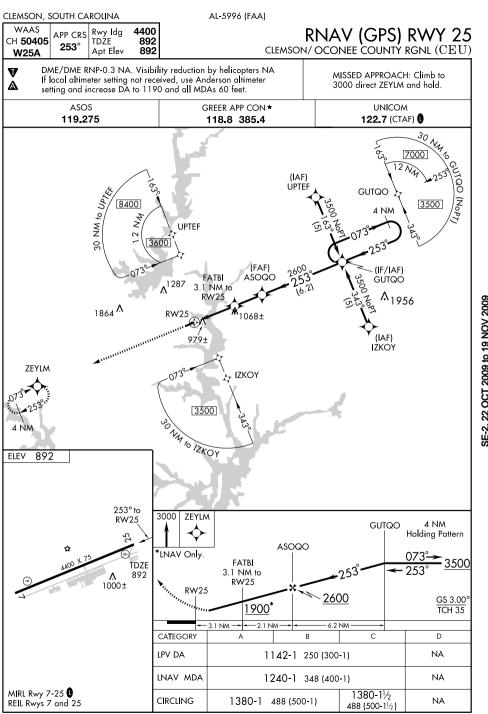


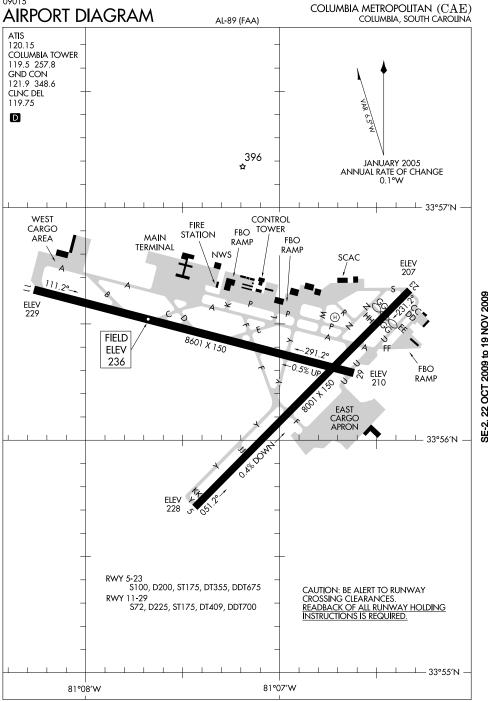


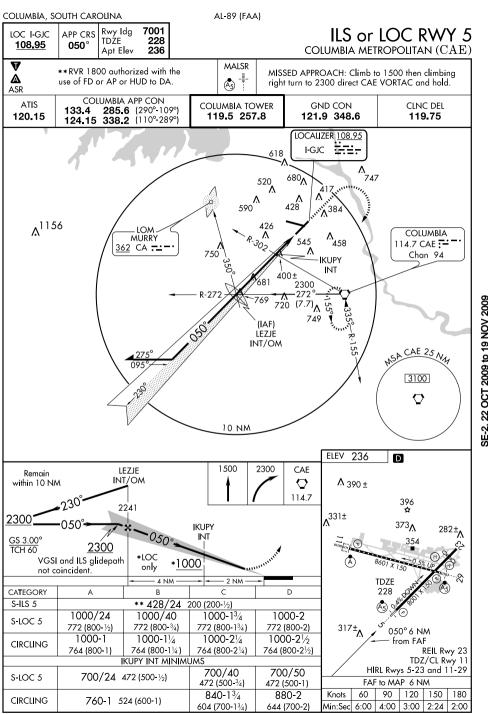


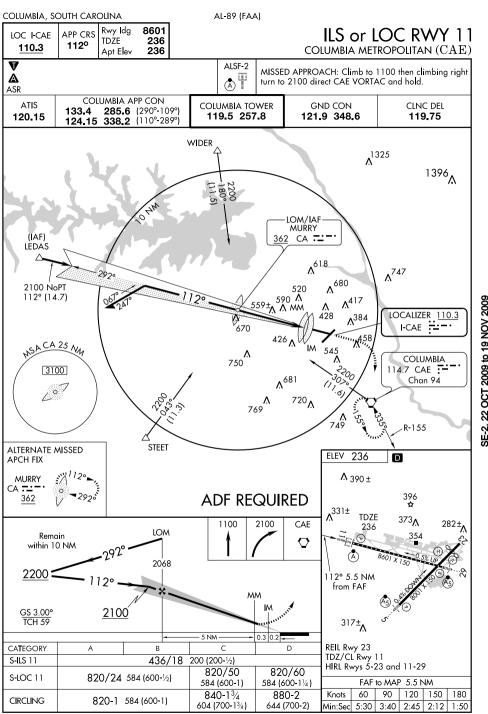


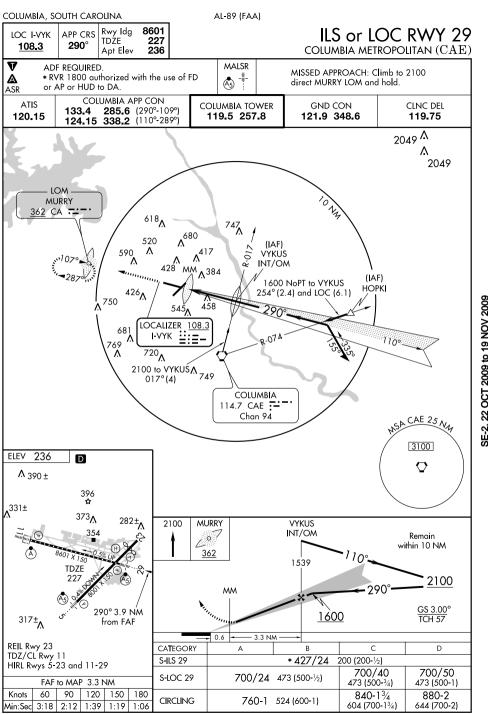


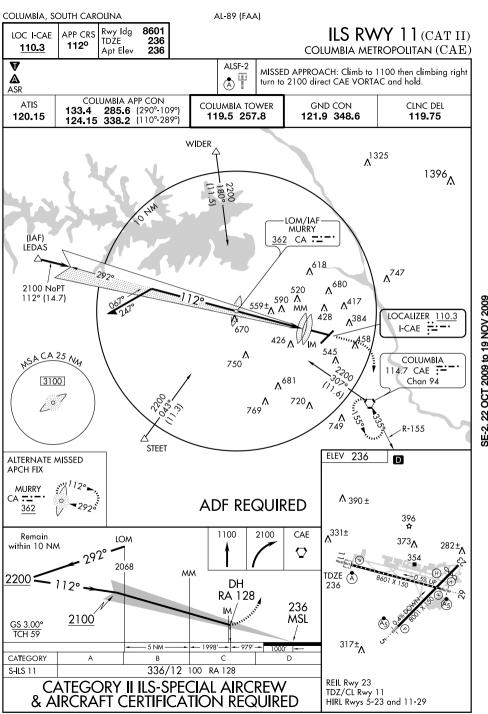


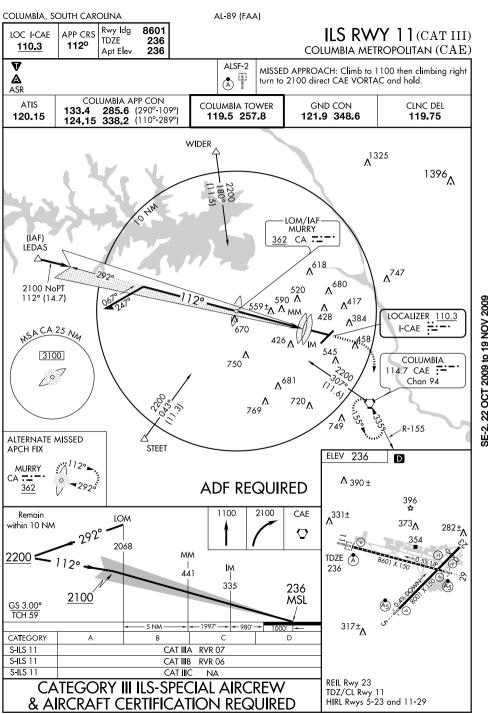


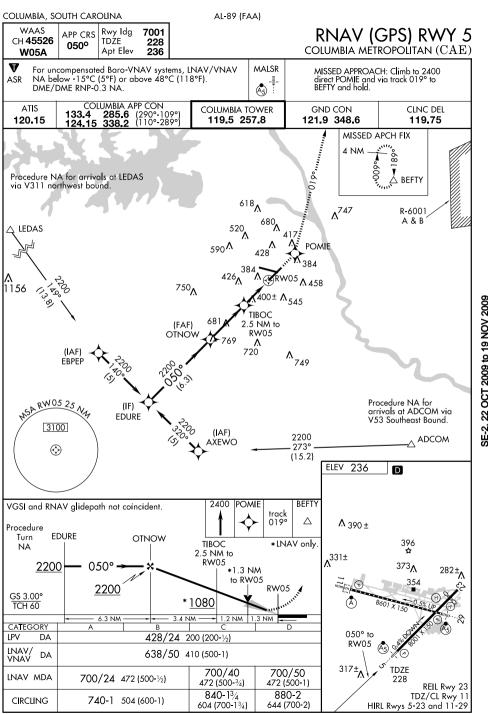


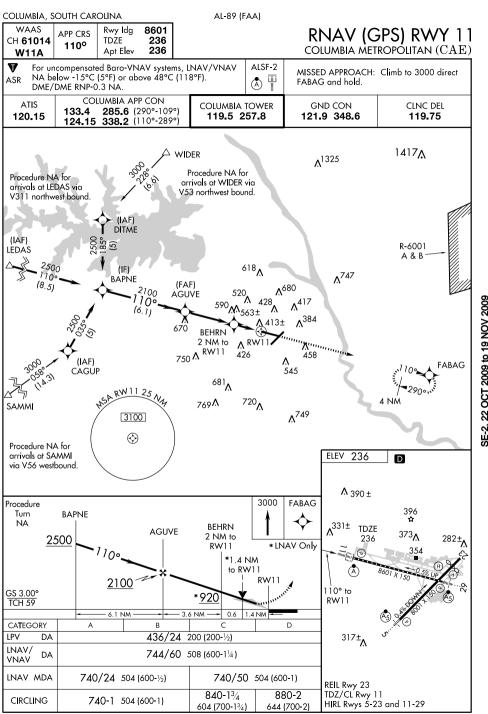


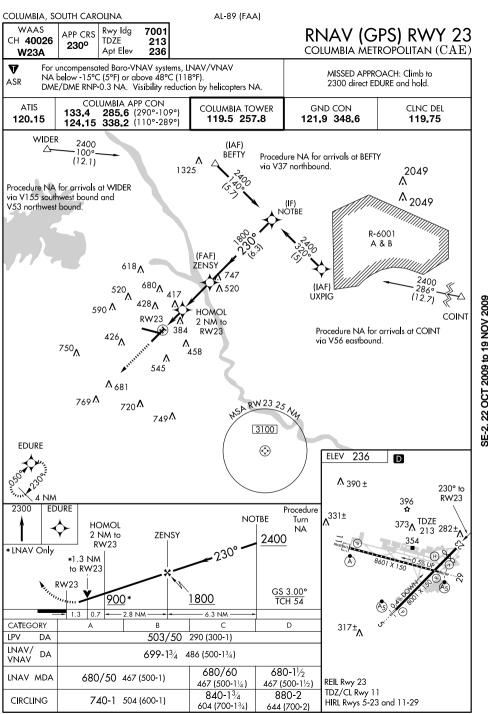


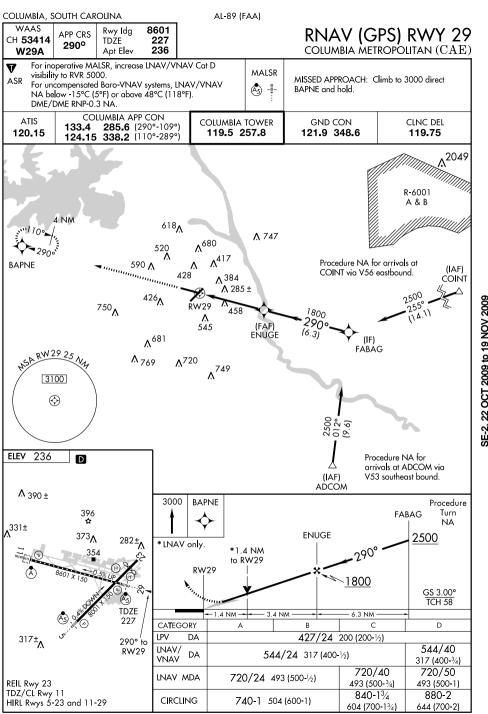


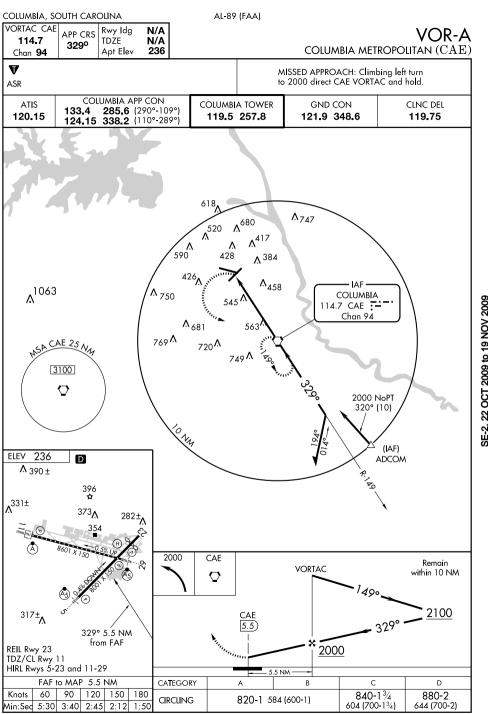


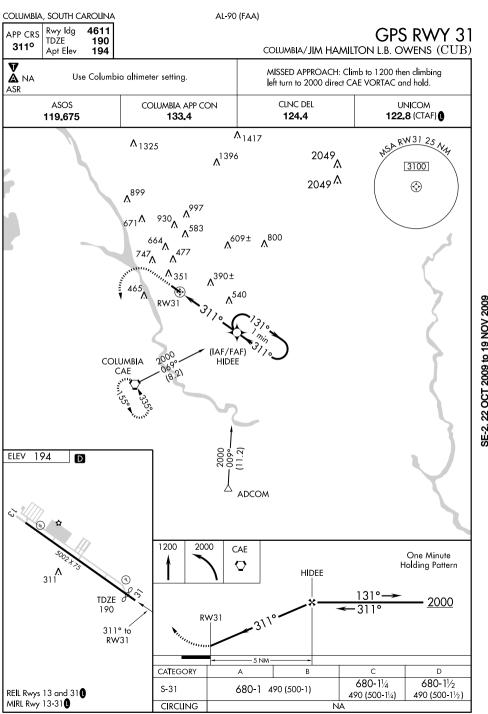


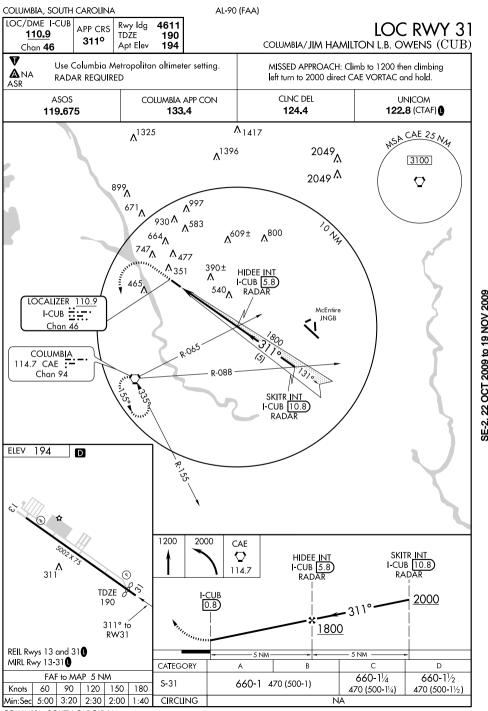


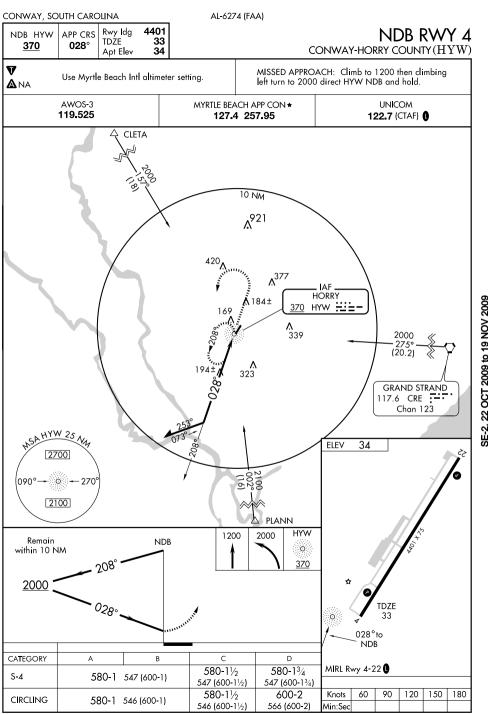


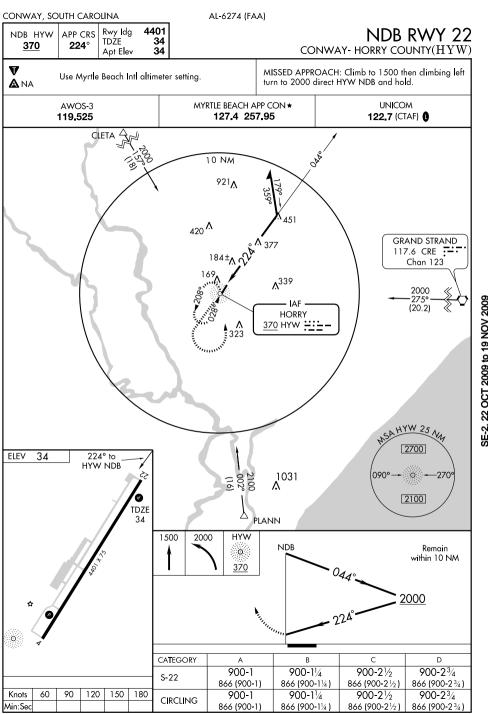


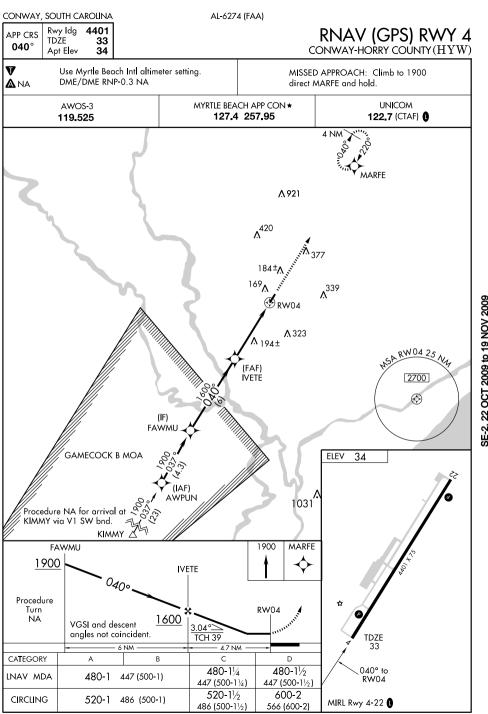


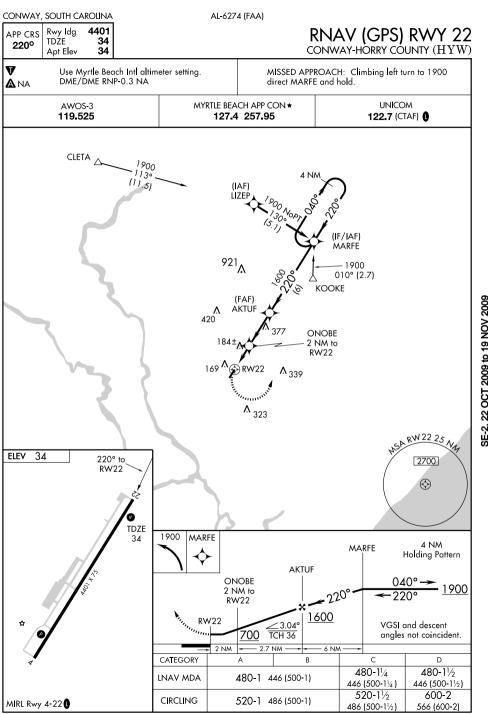


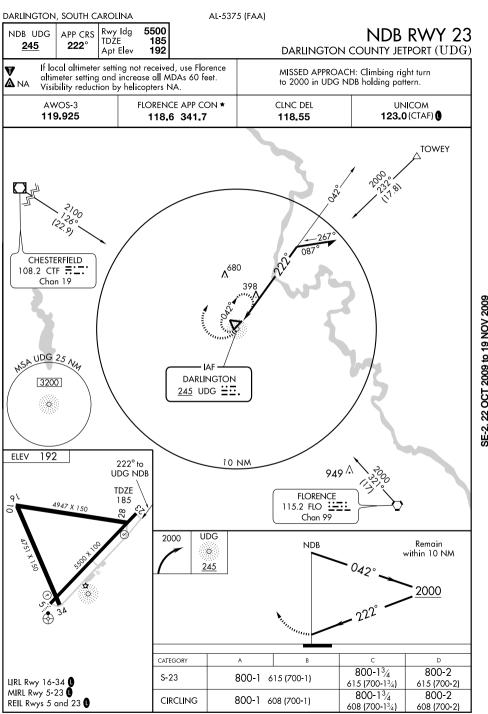


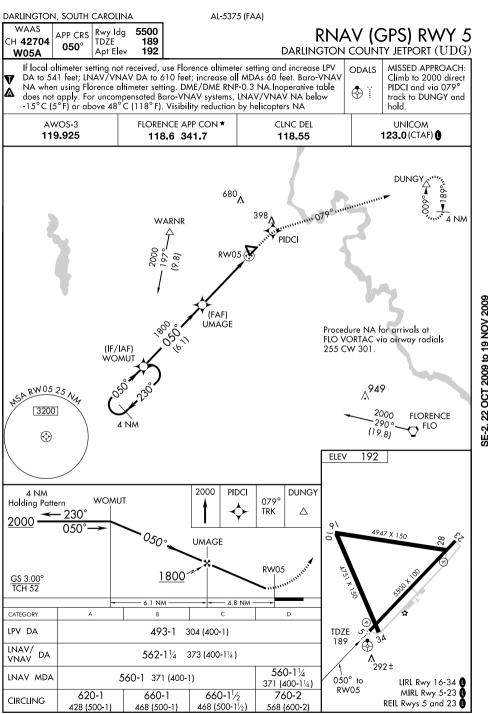


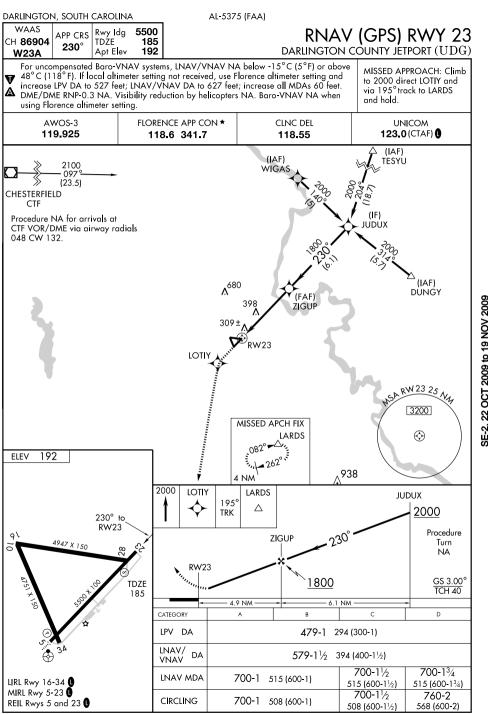


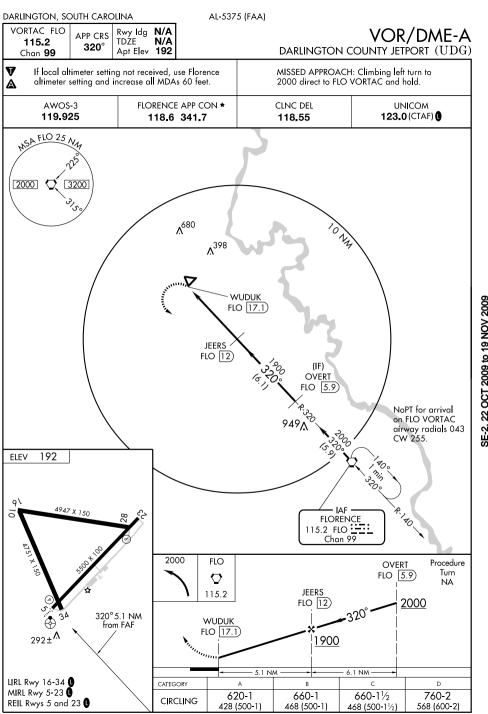


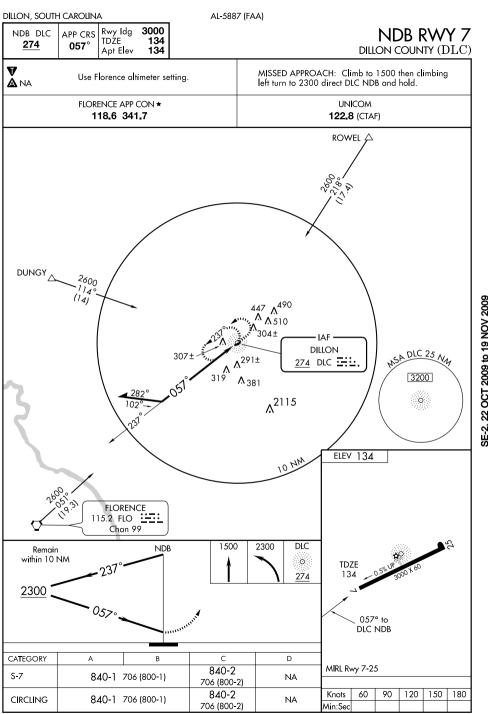


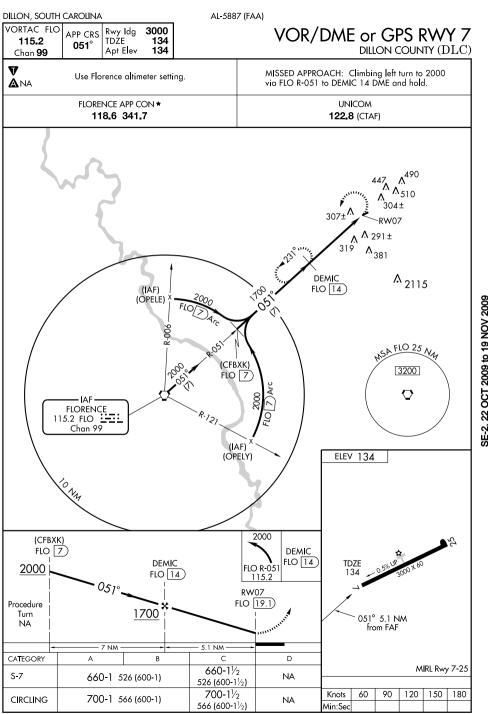


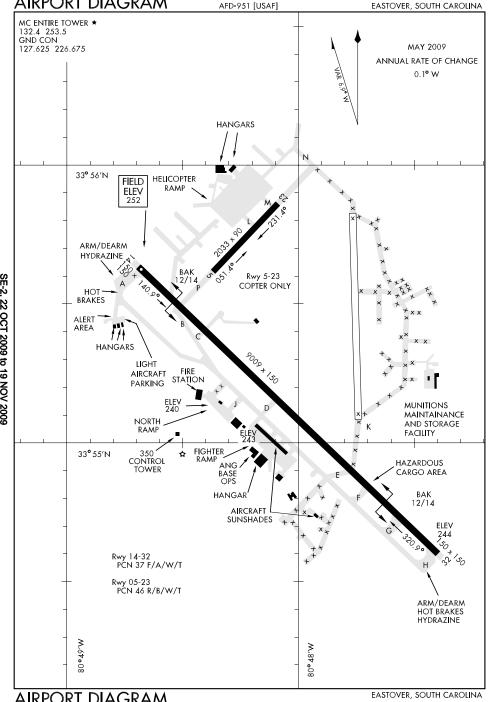


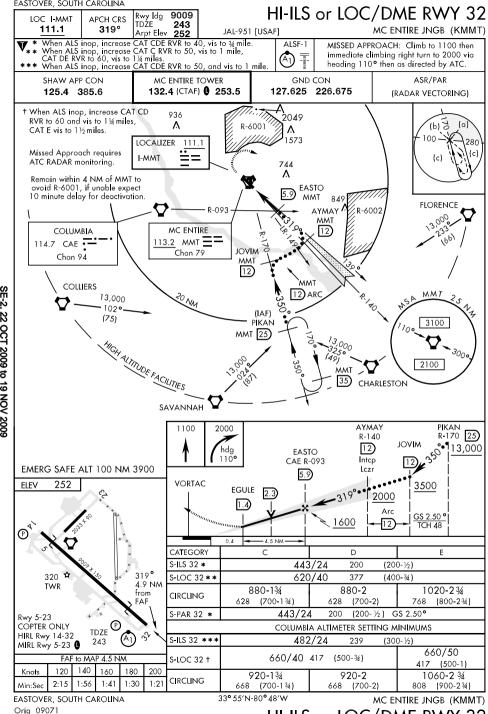


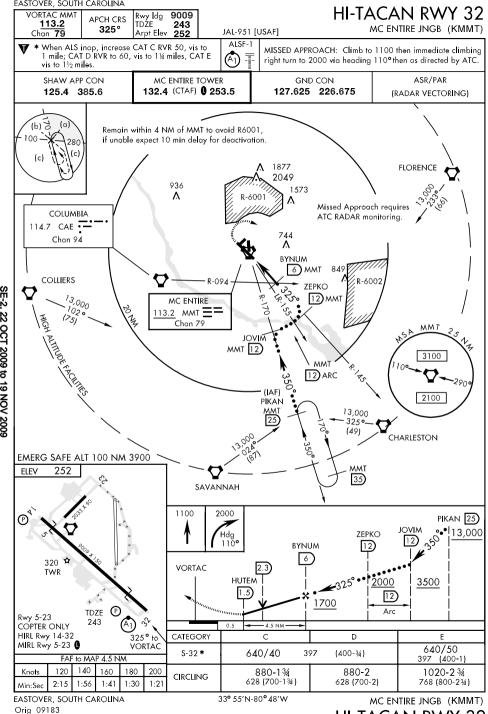


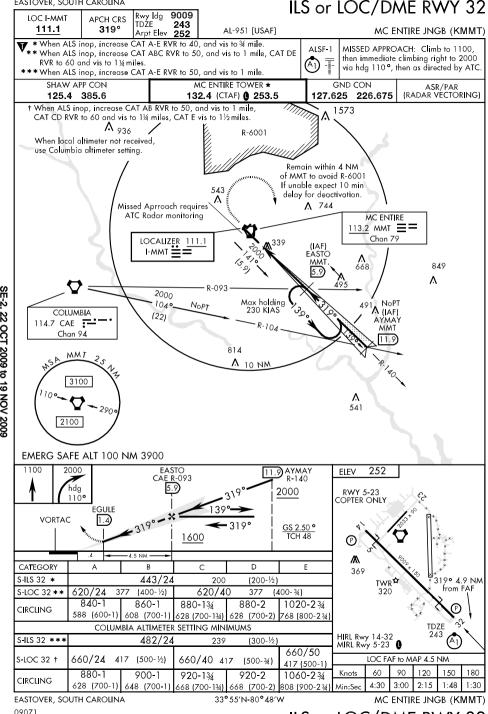


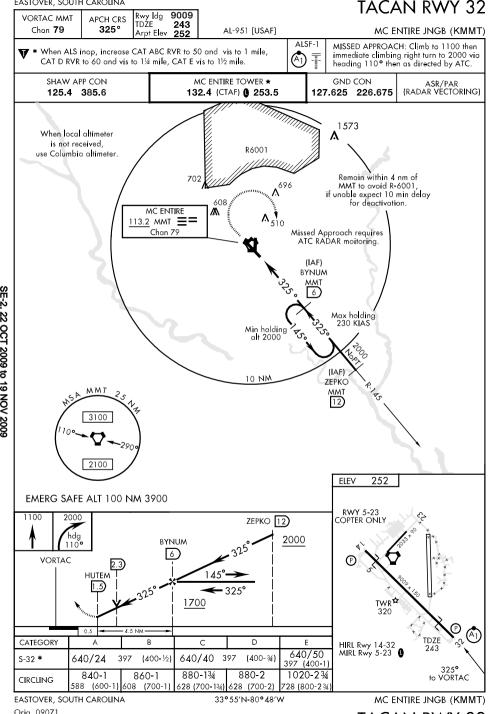


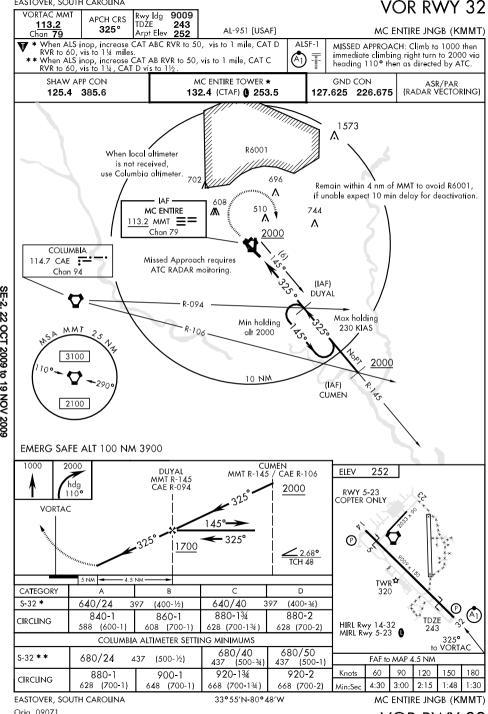


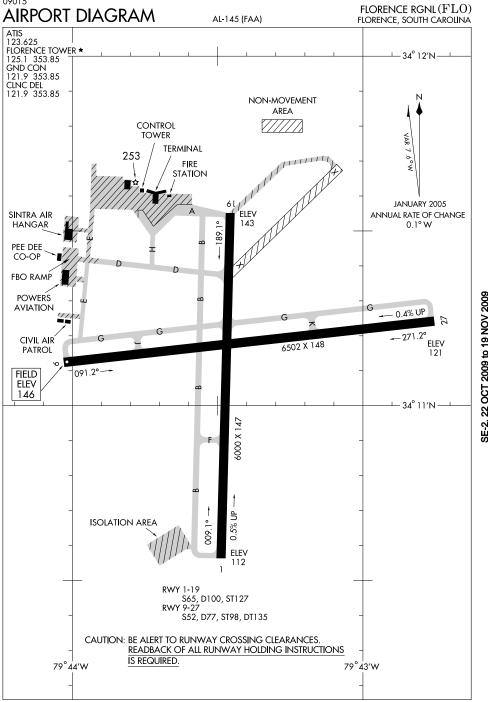


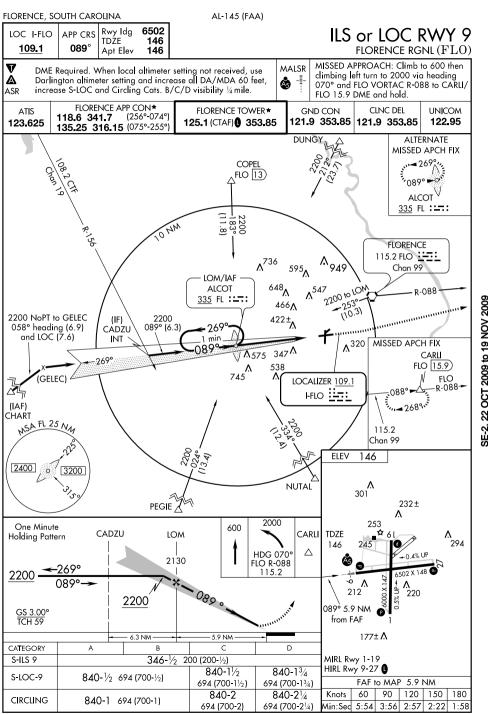


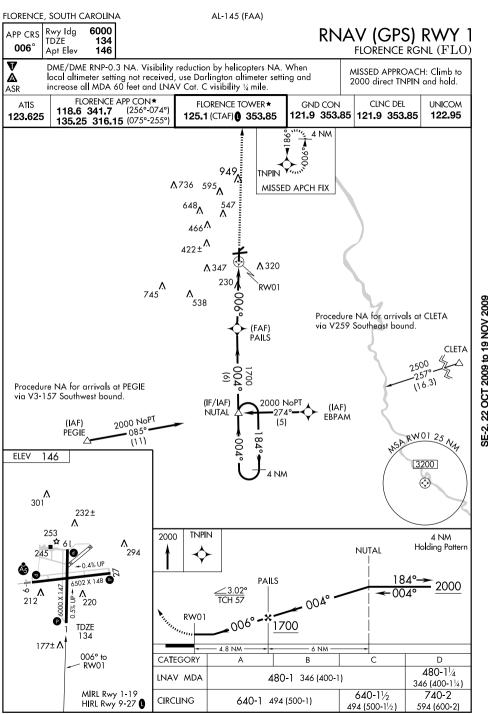


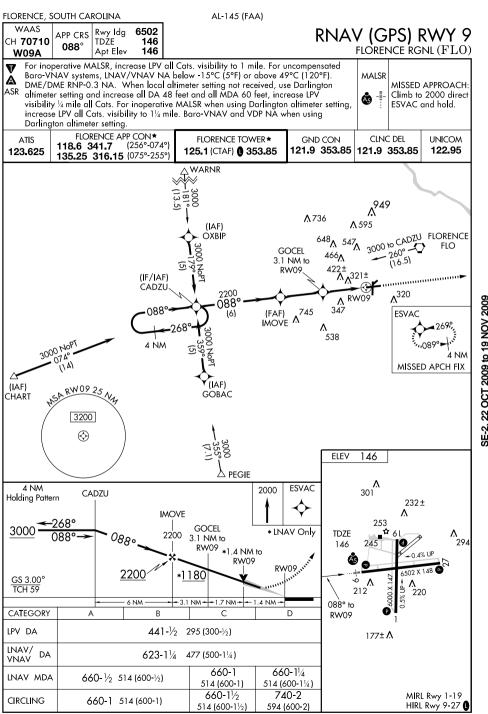


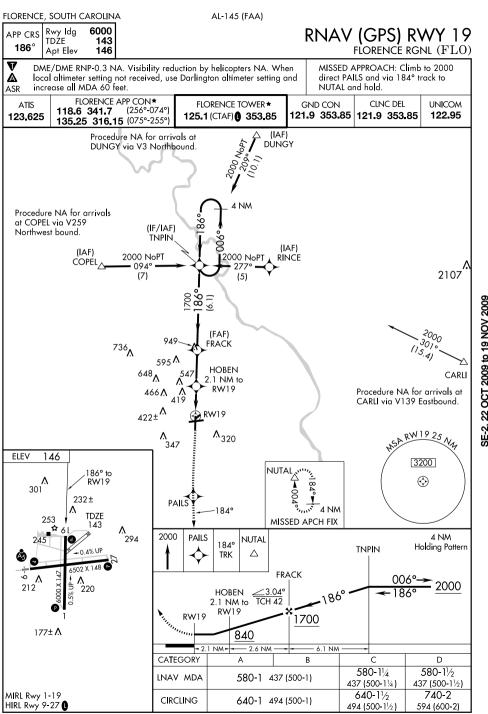


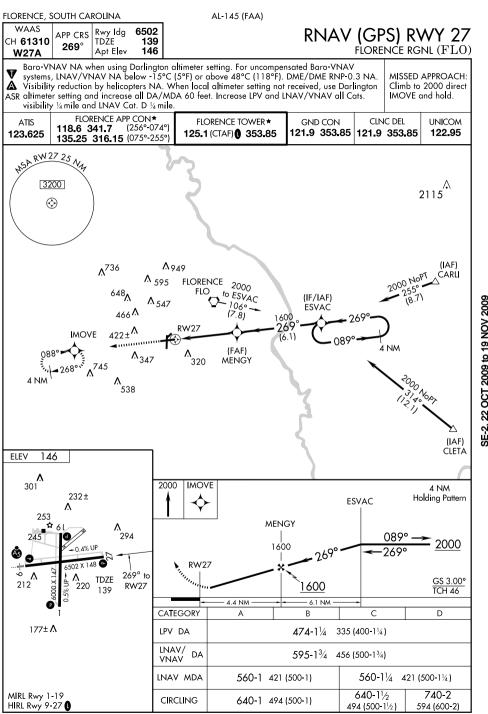


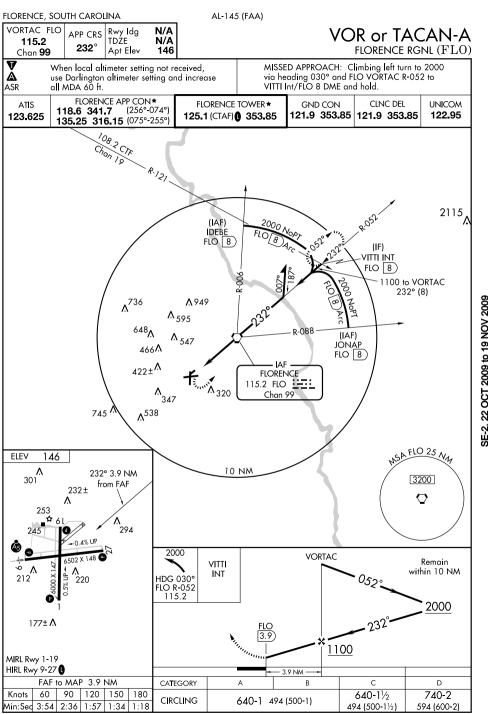


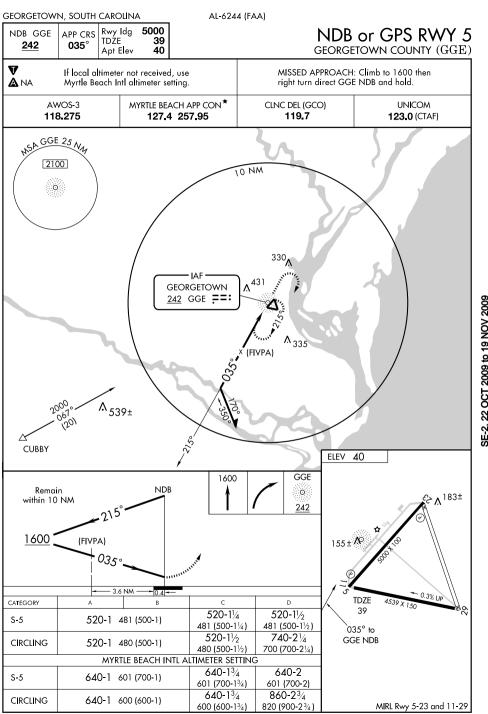


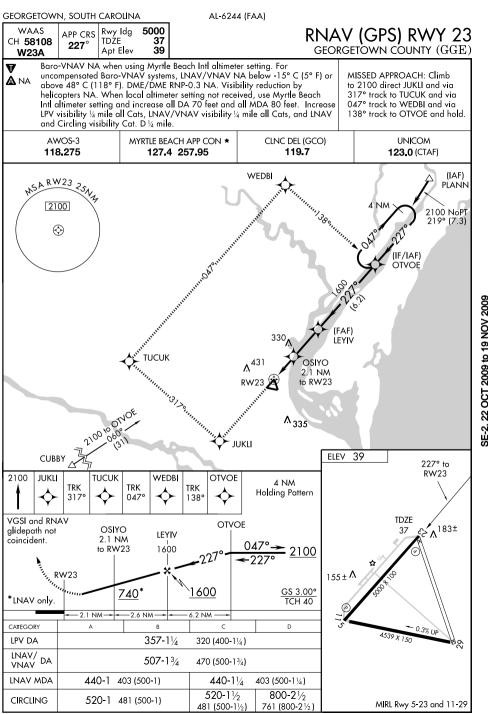


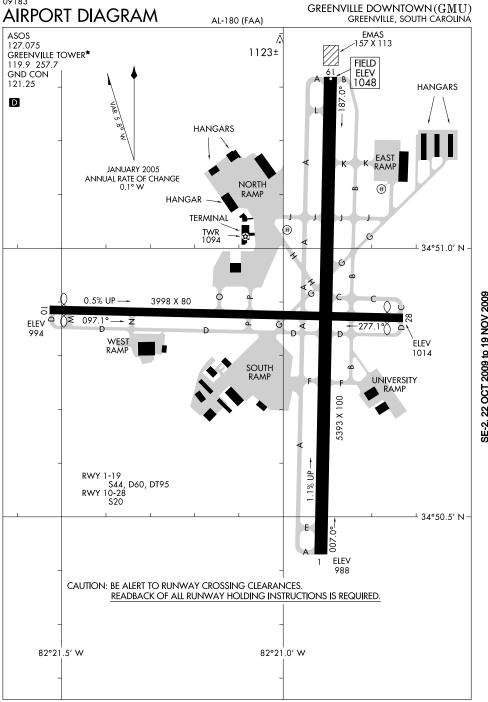


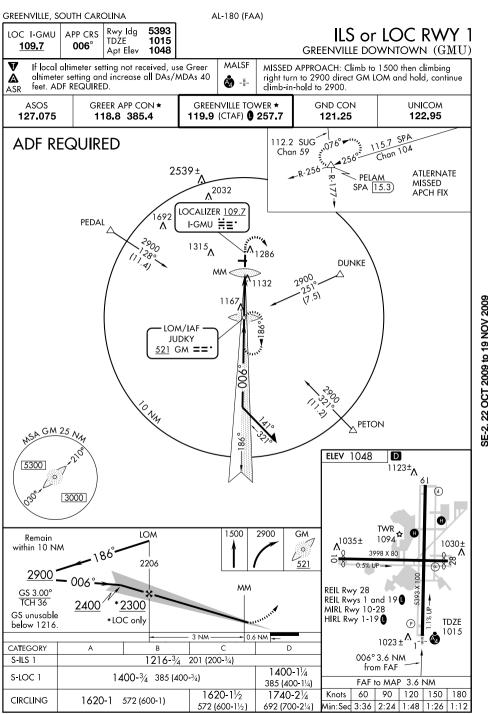


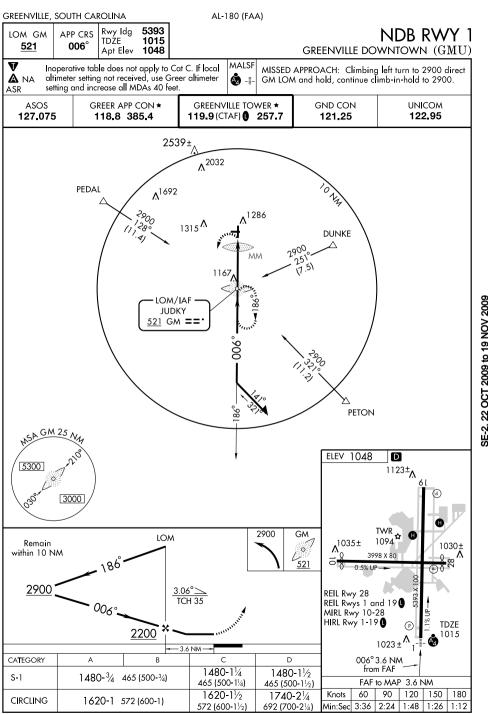


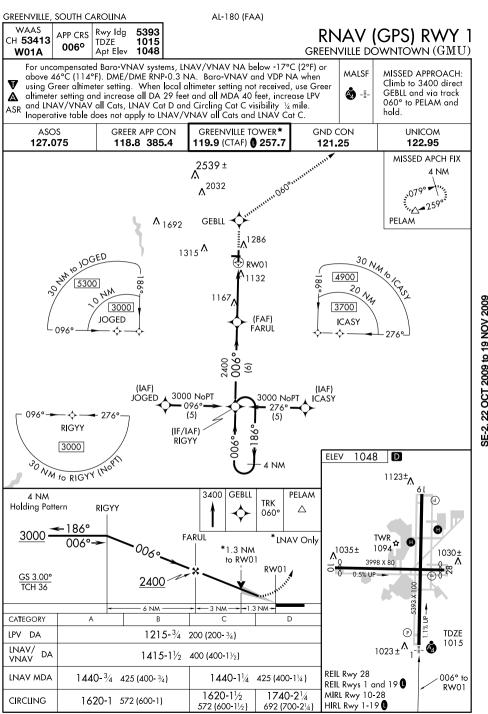


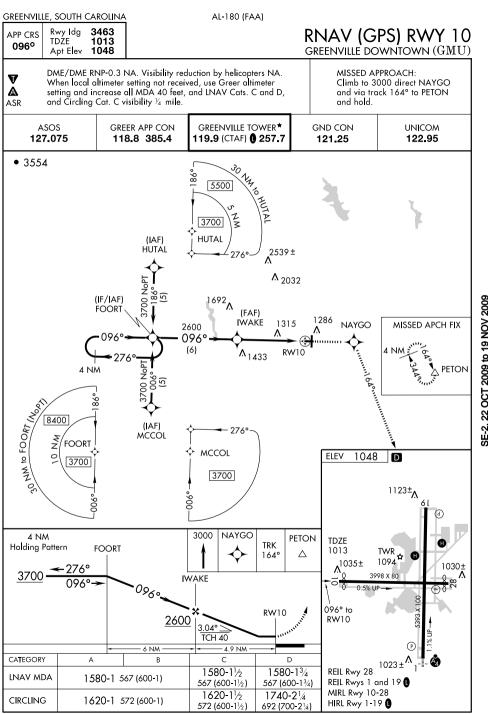


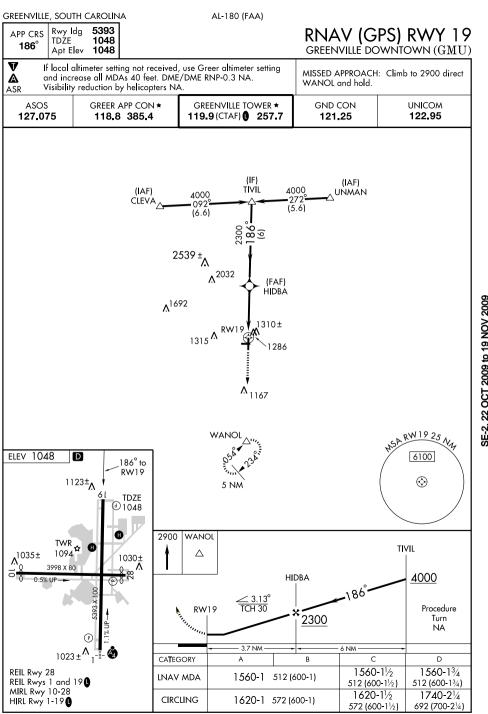


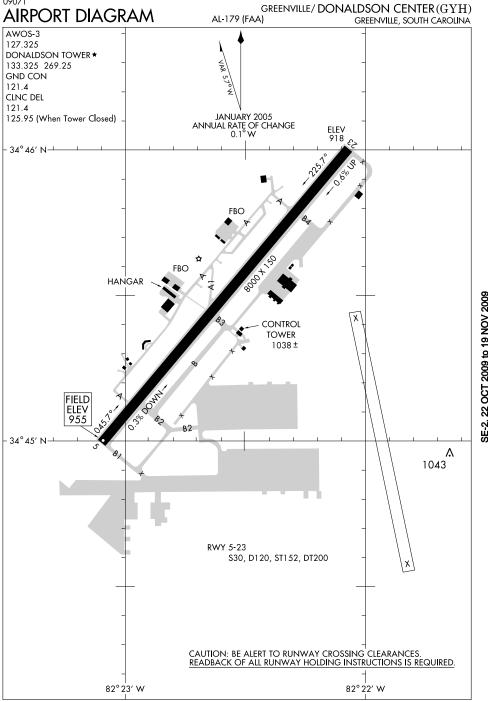


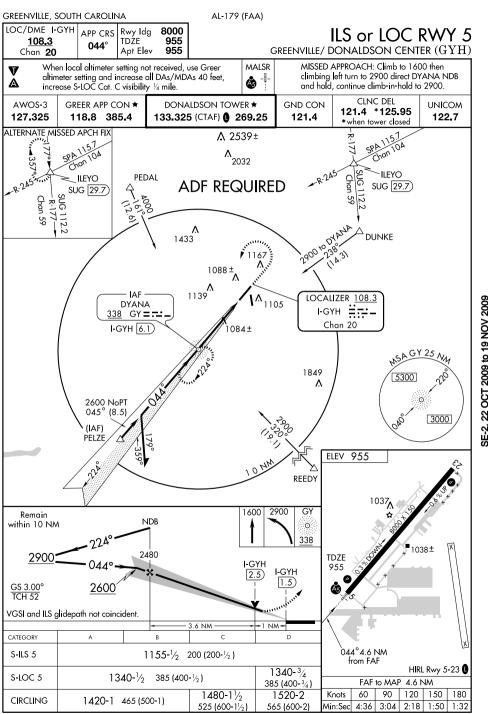


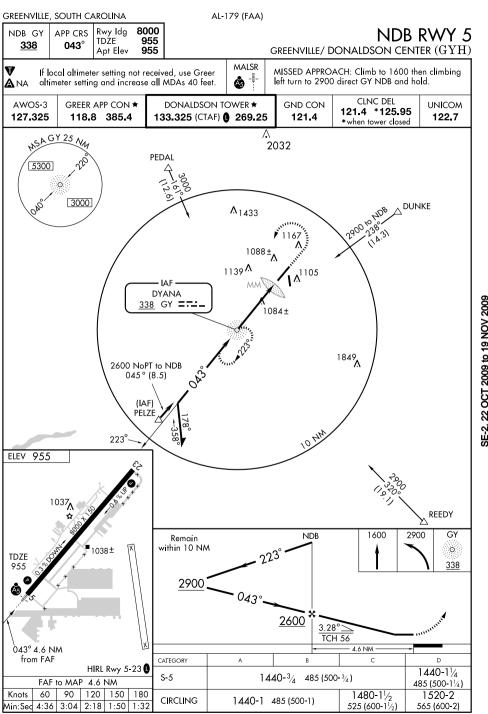


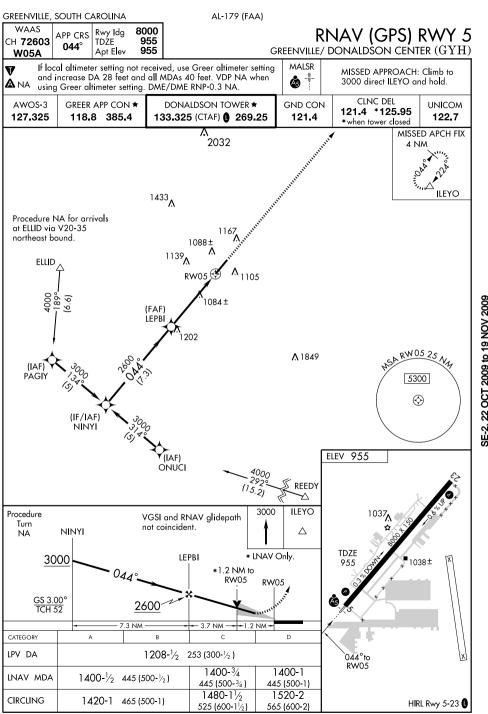


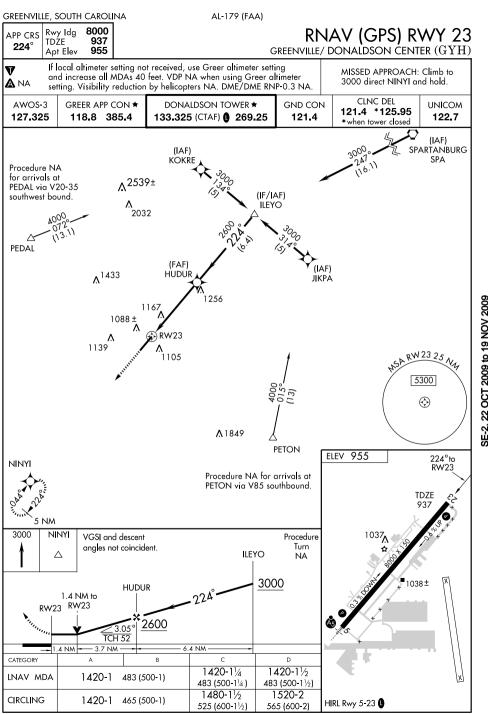


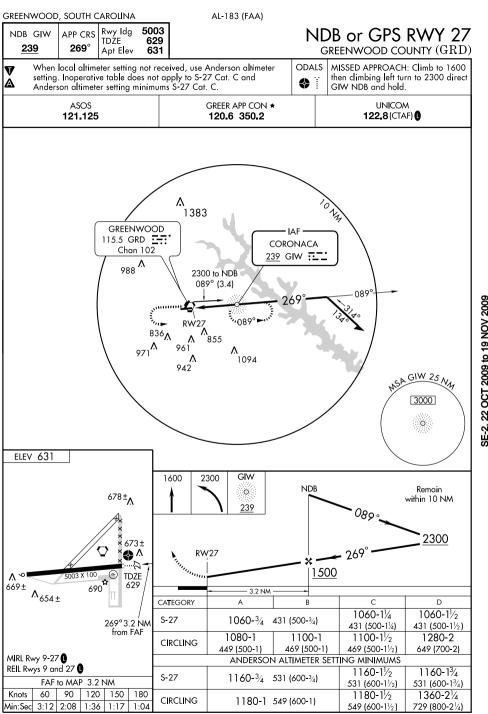


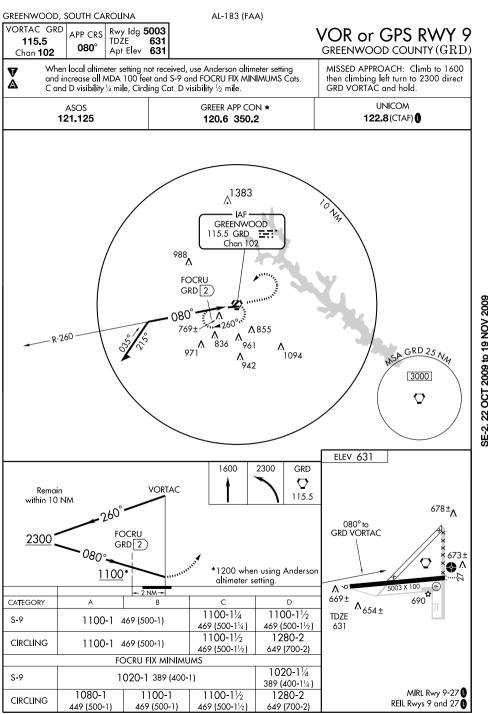


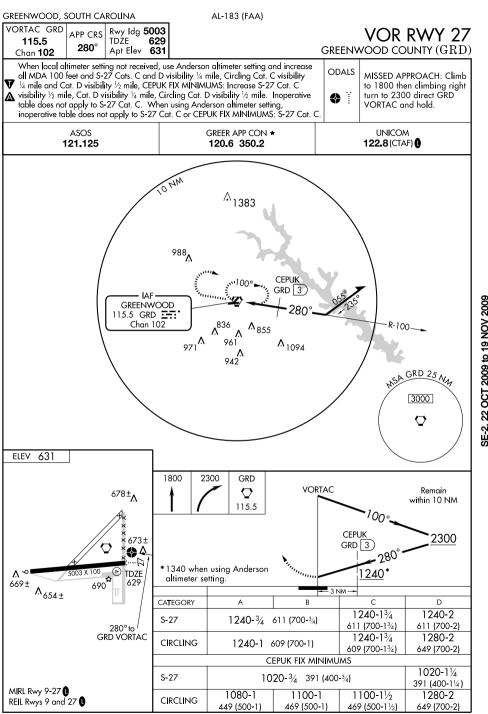


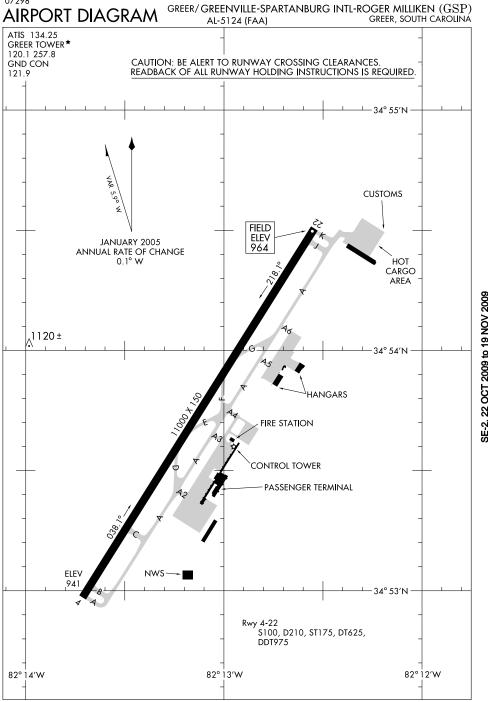


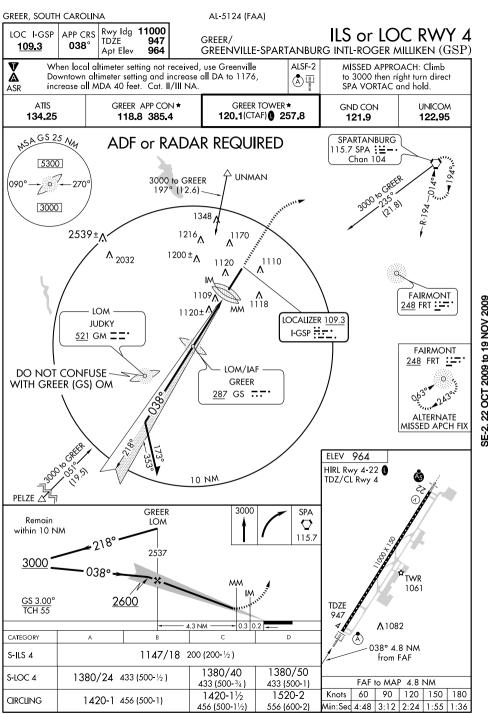


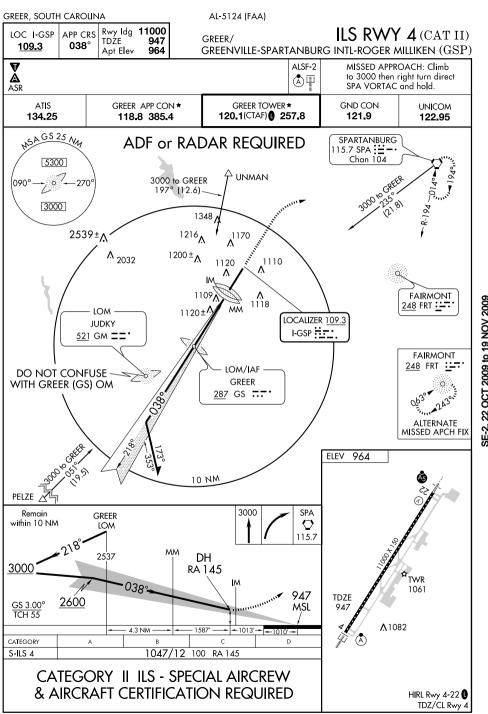


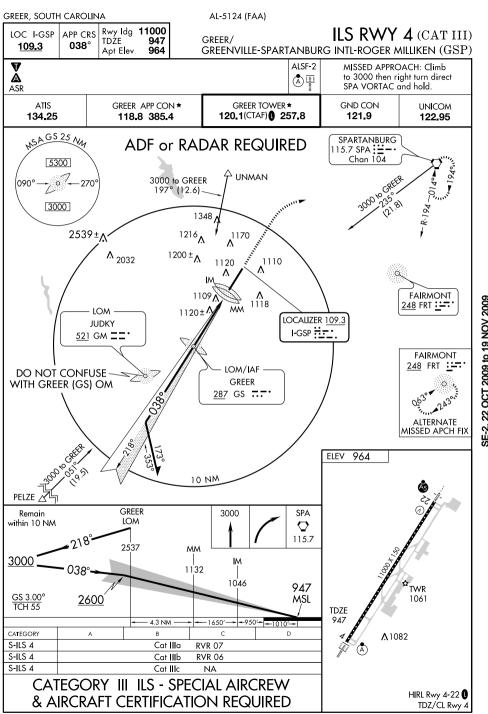


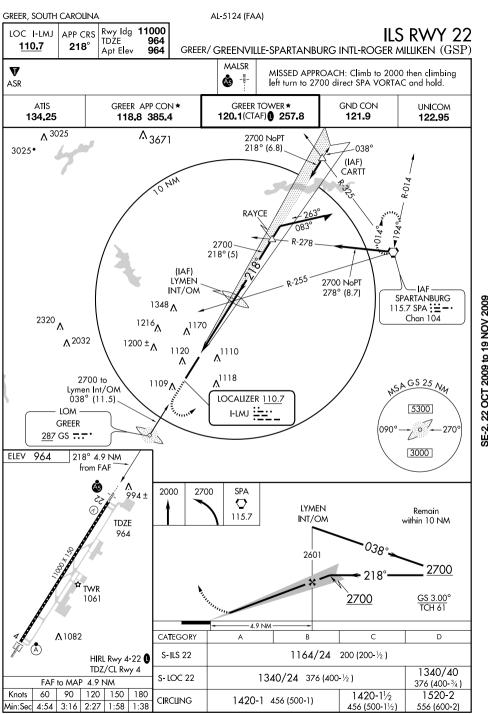


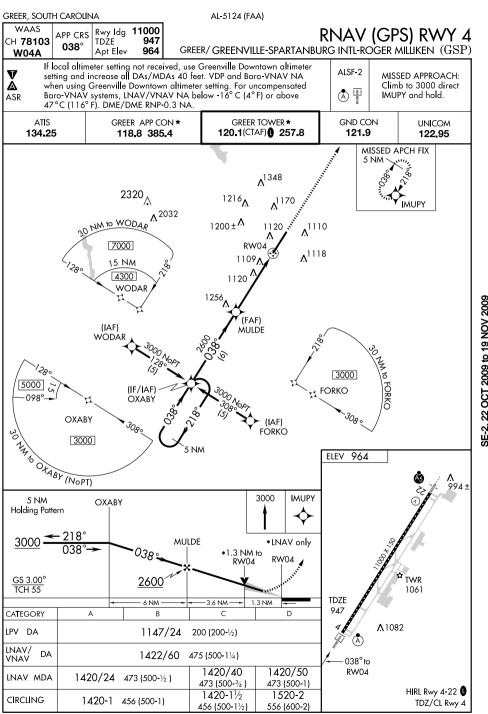


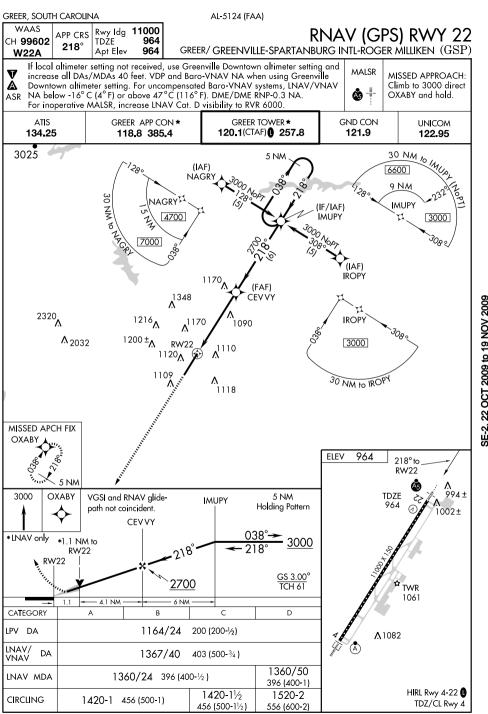


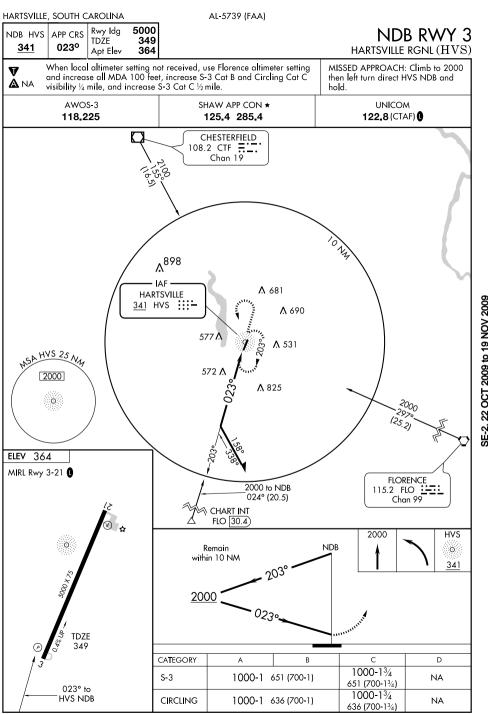


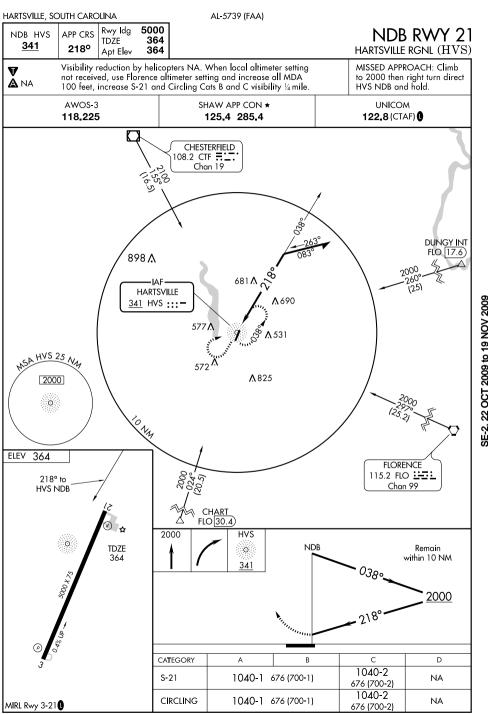


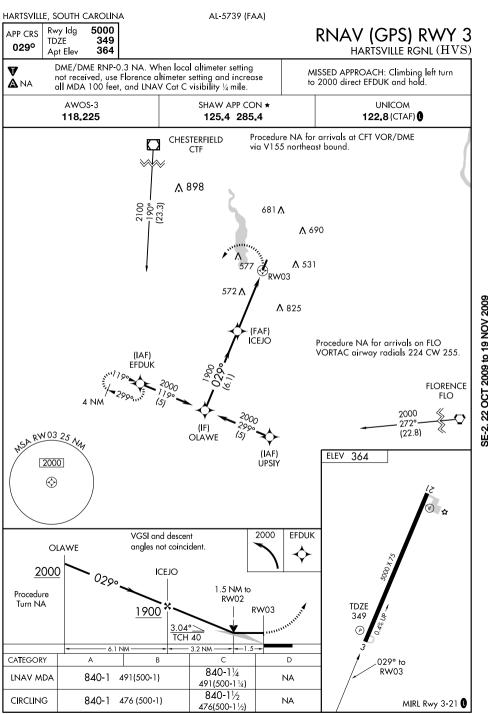


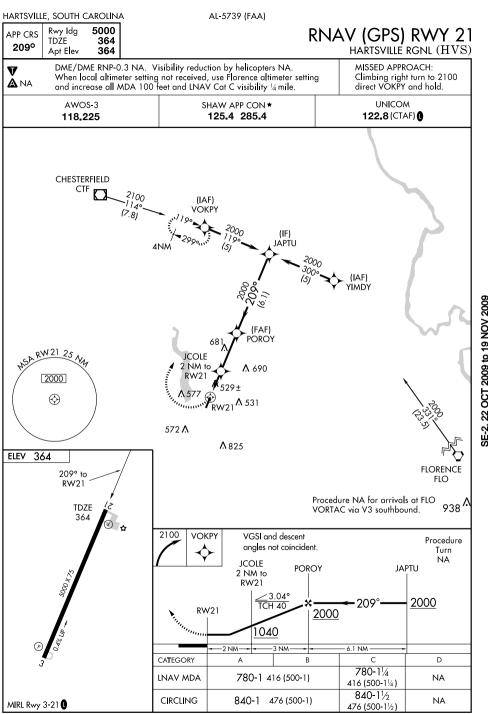


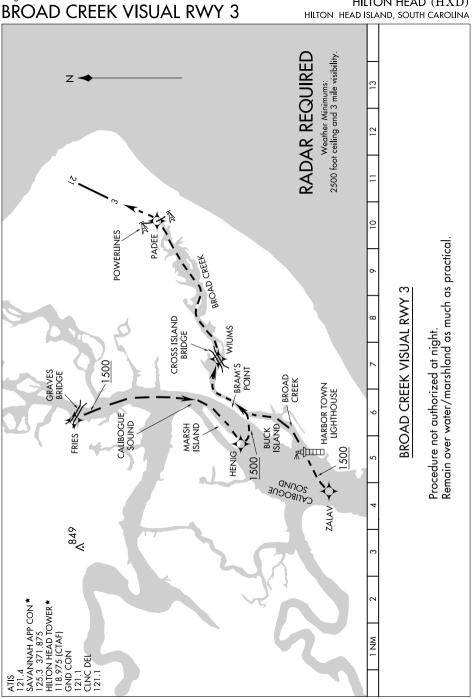


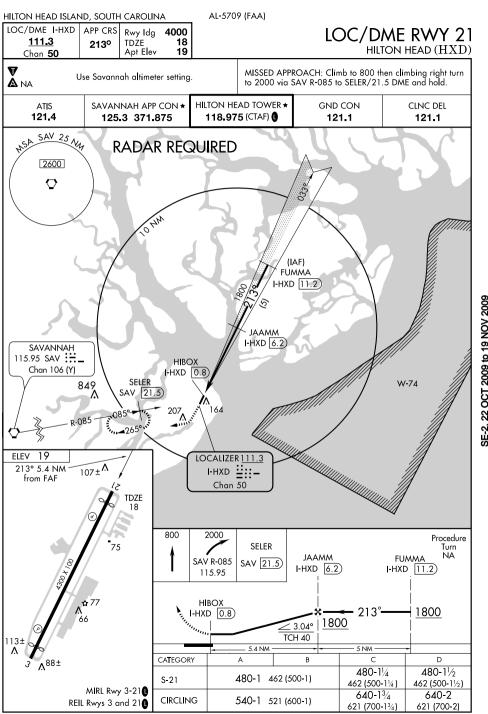


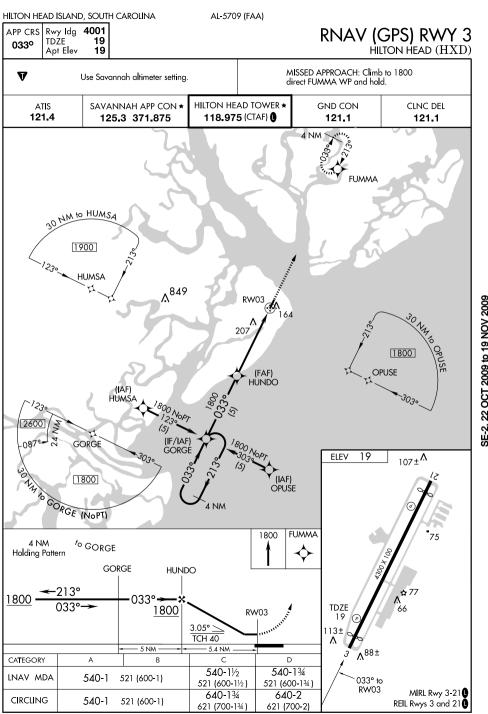


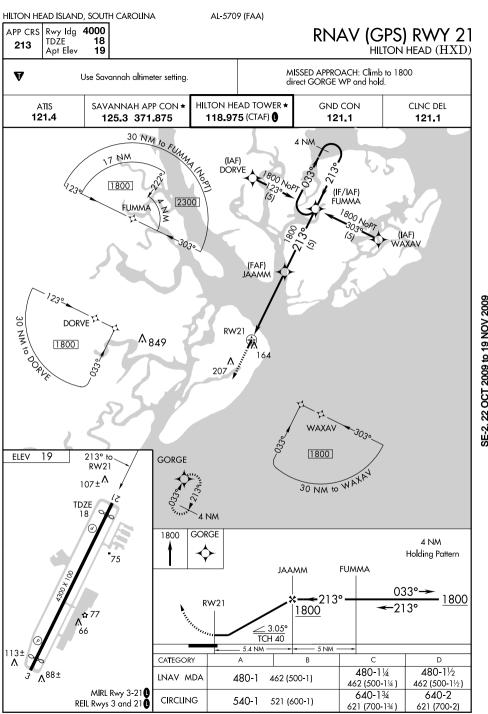


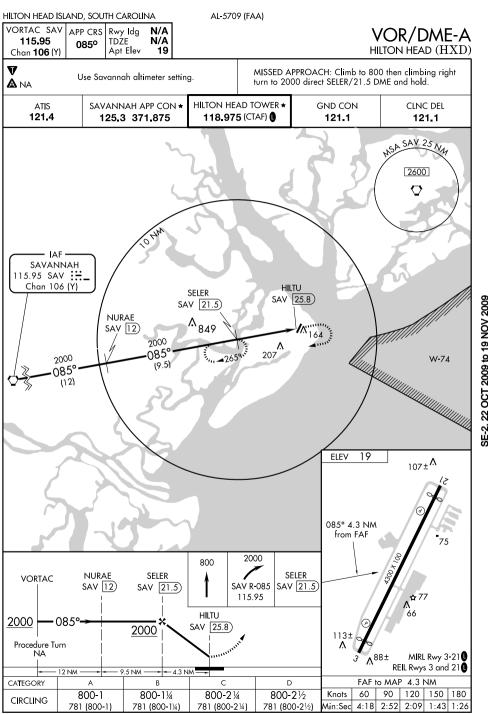


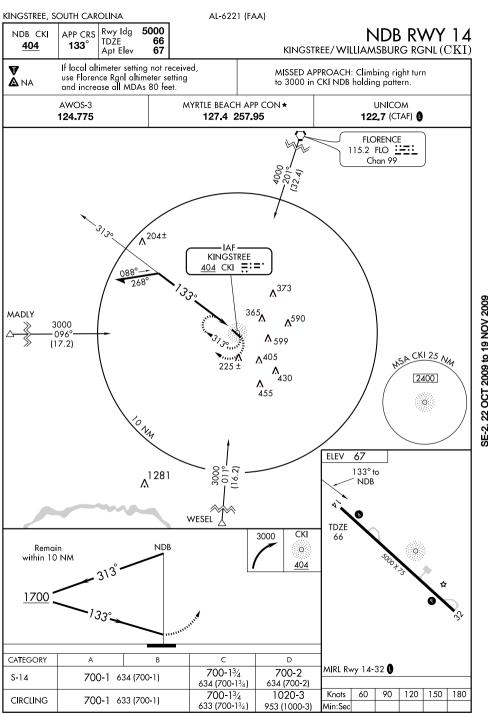


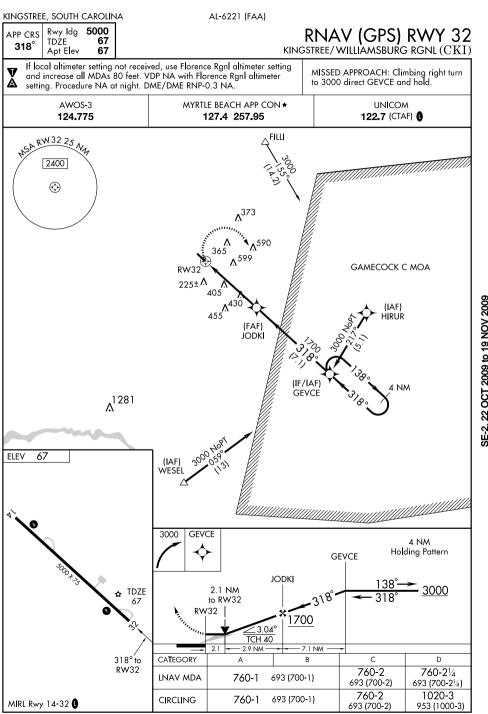


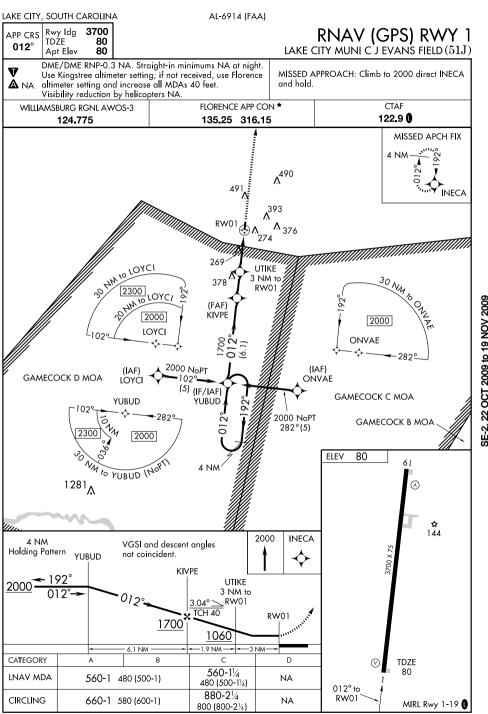


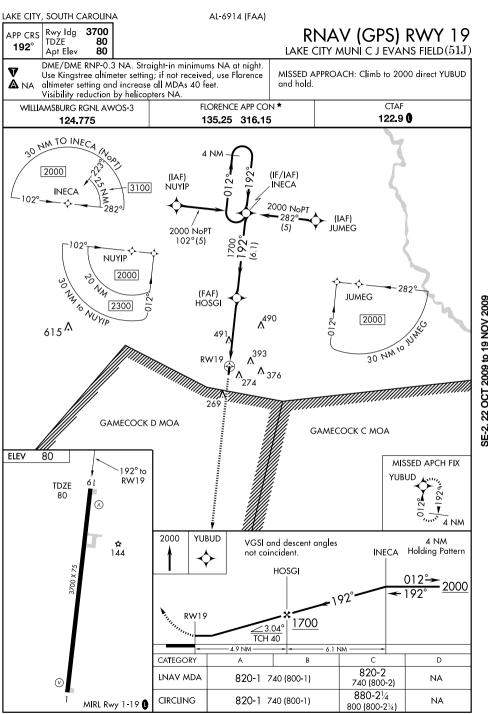


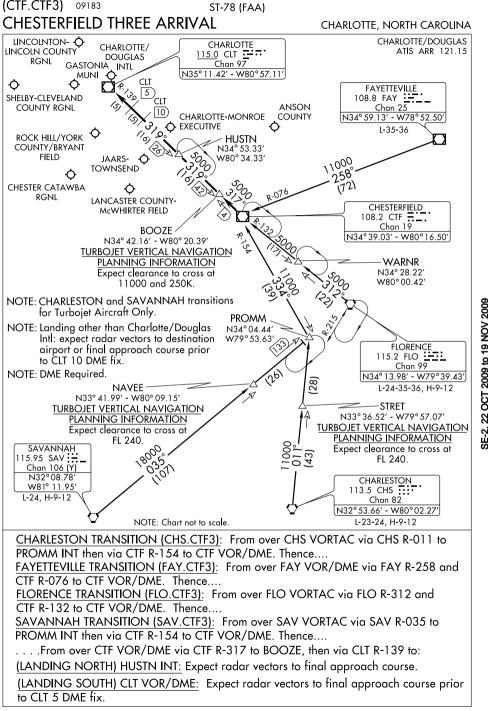






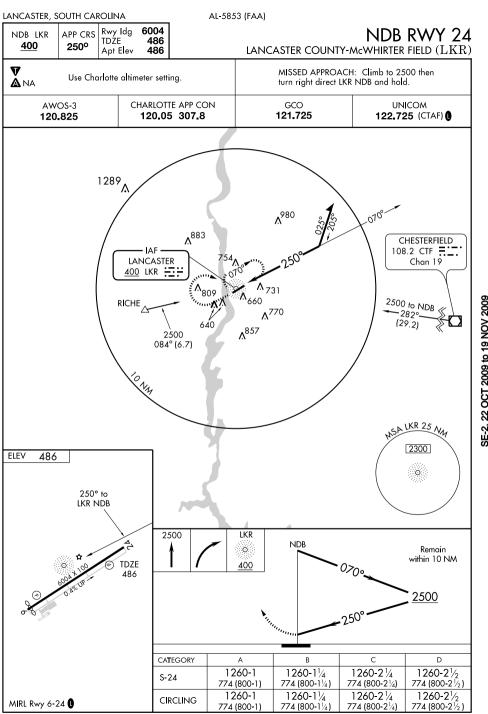


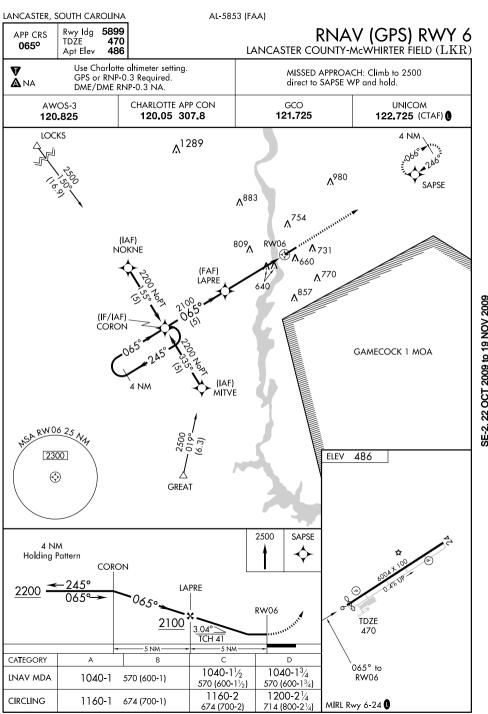


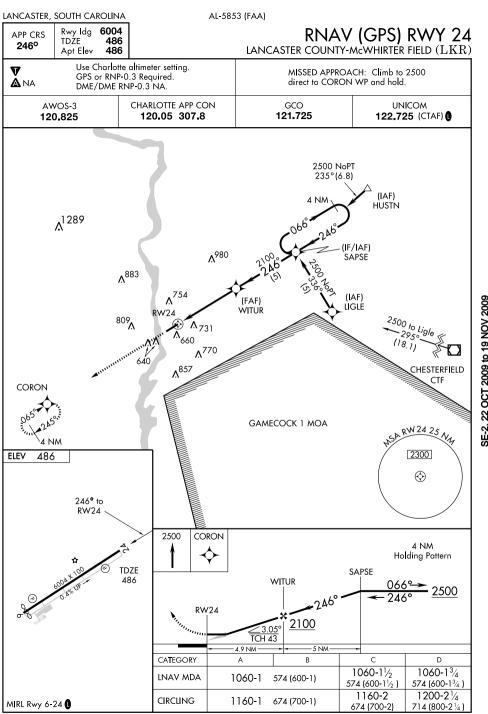


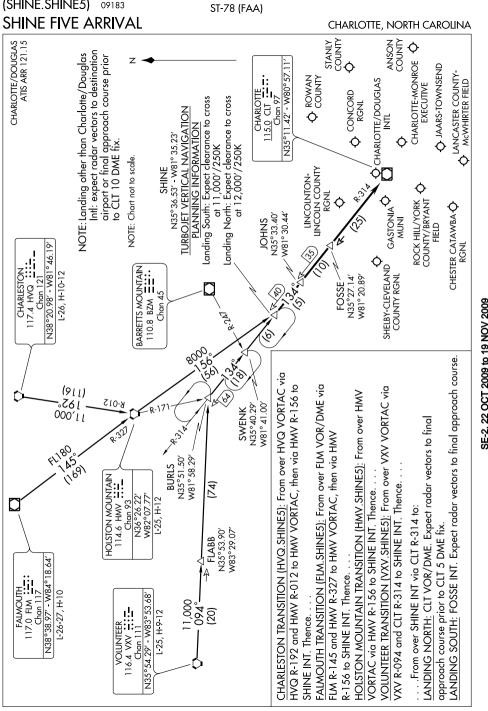
(MAJIC.MAJIC1) 09183 ST-78 (FAA) MAJIC ONE ARRIVAL CHARLOTTE, NORTH CAROLINA CHARLOTTE/DOUGLAS ROANOKE ATIS ARR 121.15 109.4 ROA : CHARLOTTE APP CON Chan 31 (001° -119°) 128.32 N37°20.61′ - W80°04.23′ LYNCHBURG (120° -245°) 120.05 L-26, H-10-12 109.2 LYH 🗔 (246° -360°) 134.75 15NM 181° (61) Chan 29 (180° -359°) 257.2 N37° 15.28′ (360° -179°) 307.8 MAYOS W79° 14.19′ N36° 19.59′ - W79° 59.79′ L-26-36, H-10-12 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL220. KELLS N36° 35.17' MAJIC W79° 47.17′ N35°48.71′ - W80°26.17′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION RALEIGH/DURHAM Expect to cross at 13,000'/250K. 117.2 RDU 🗔 Chan 119 N35° 52.35' W78° 47.00' L-36, H-9-12 11000 SUDSY -273° N35° 44.58′ (40)W80° 29.63' LIBERTY 113.0 LIB :-:: LINCOLNTON-CLT Chan 77 LINCOLN COUNTY **GIZMO** 10) N35° 48.70′ N35° 32.99′ W80° 39.29′ **RGNL** W79° 36.76′ SHELBY-CLT CHARLOTTE CLEVELAND DOUGLAS A 5 COUNTY RGNL INTL CHARLOTTE NOTE: DME required. 115.0 CLT -NOTE: RADAR required for LIB R-273. GASTONIA MUN NOTE: Landing other than Charlotte/ N35°11.42′ - W80°57.11′ Douglas Intl; expect radar ROCK HILL/YORK CHARLOTTE-MONROE vectors to destination airport COUNTY/BRYANT **EXECUTIVE** ANSON or final approach course prior **FIELD** COUNTY JAARSto CLT 10 DME fix. TOWNSEND CHESTER CATAWBA **RGNL** LANCASTER COUNTY-McWHIRTER FIELD NOTE: Chart not to scale. LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . . LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . . ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence.From over MAJIC via CLT R-039 to: LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix. LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

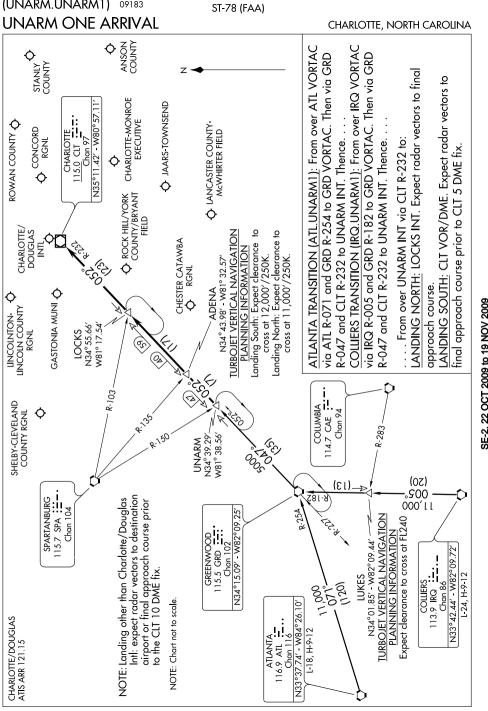
SE-2 22 OCT 2009 to 19 NOV 2009

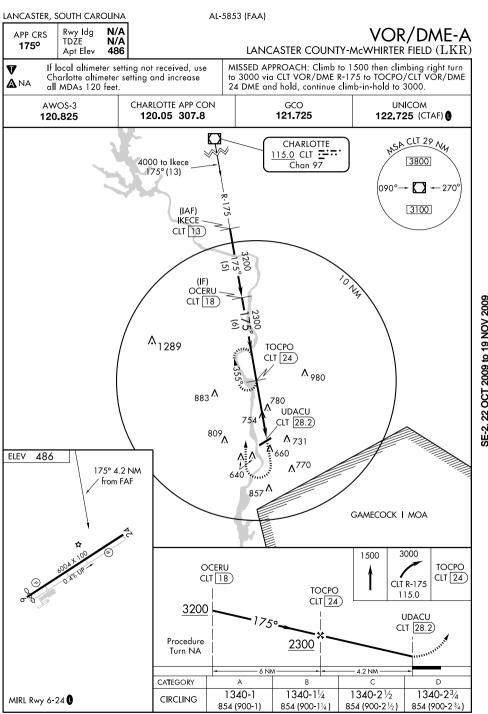


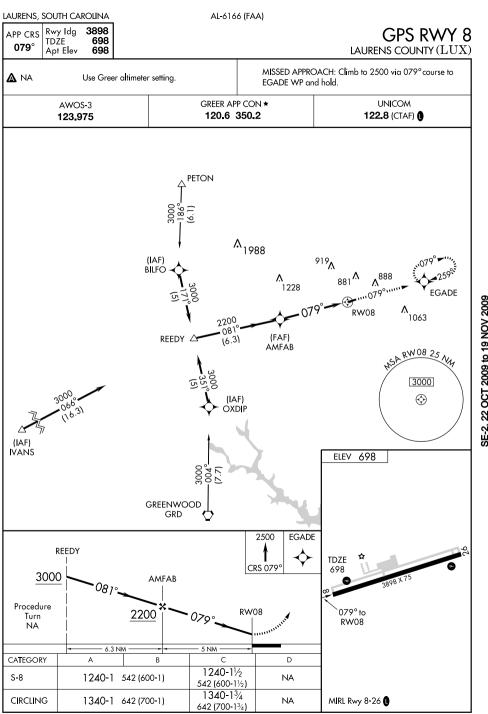


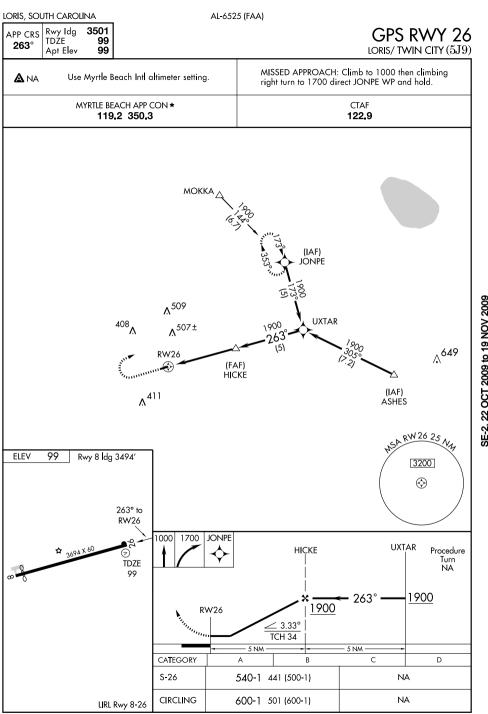


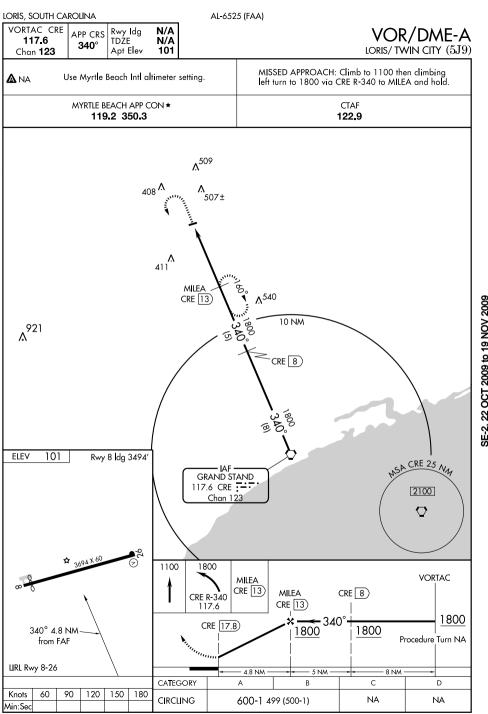


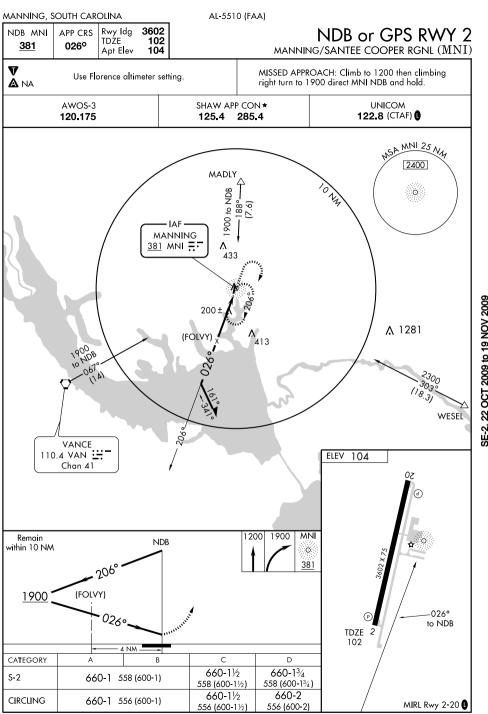


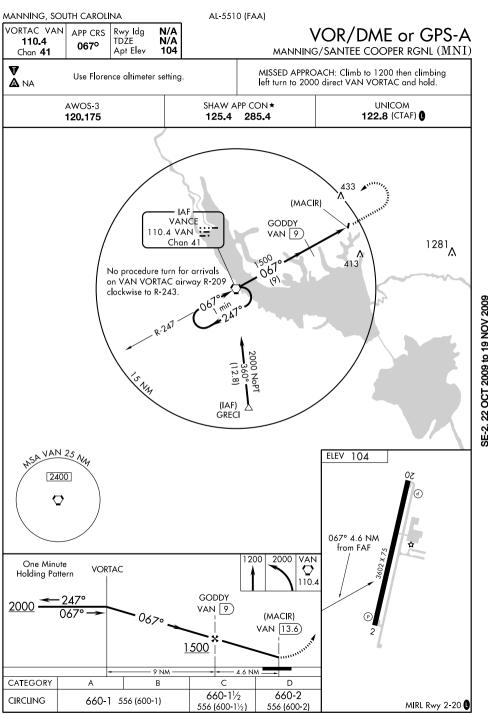


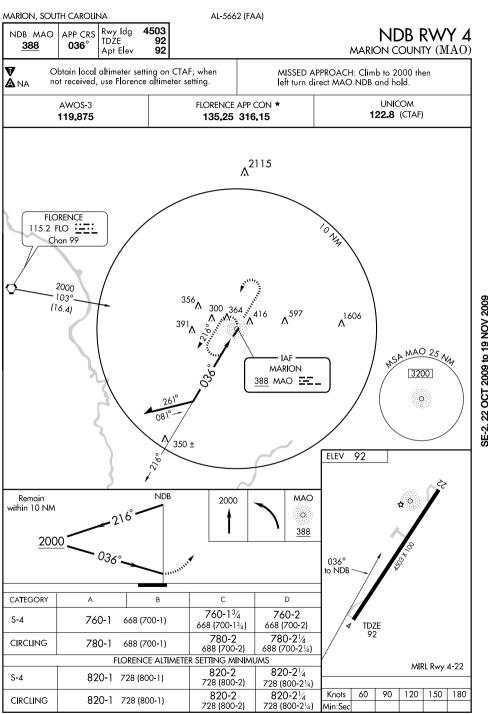


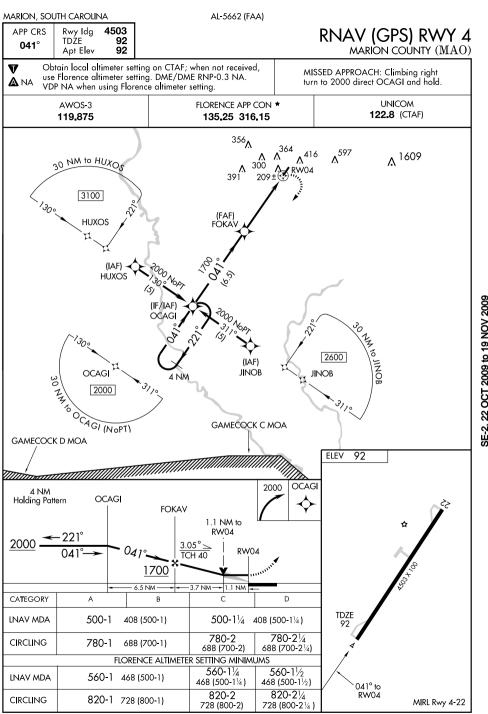




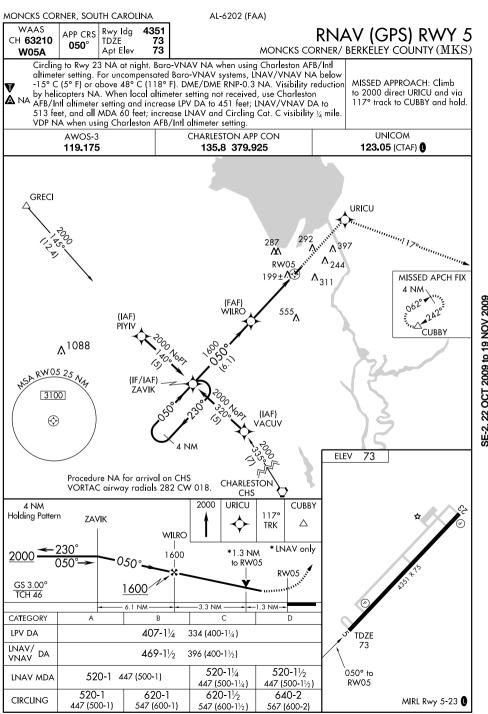


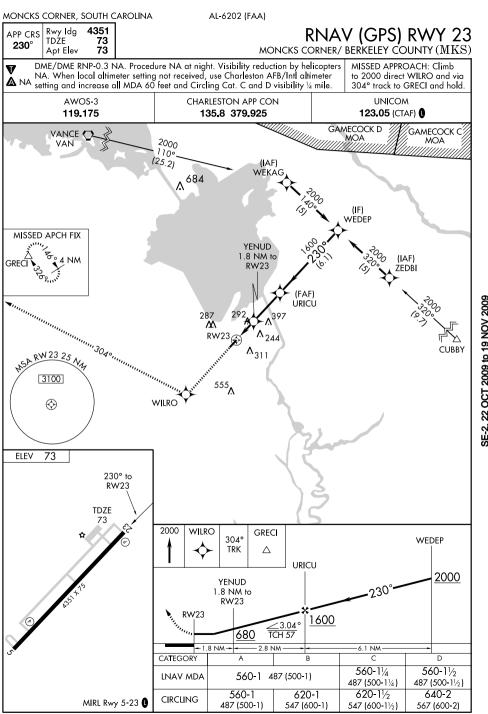


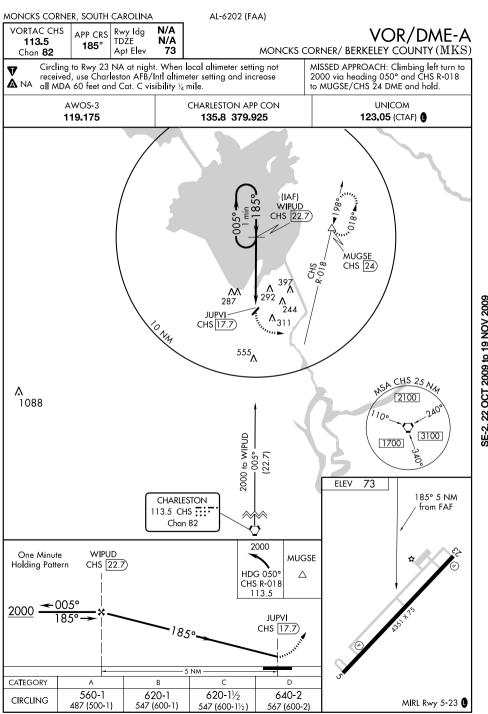


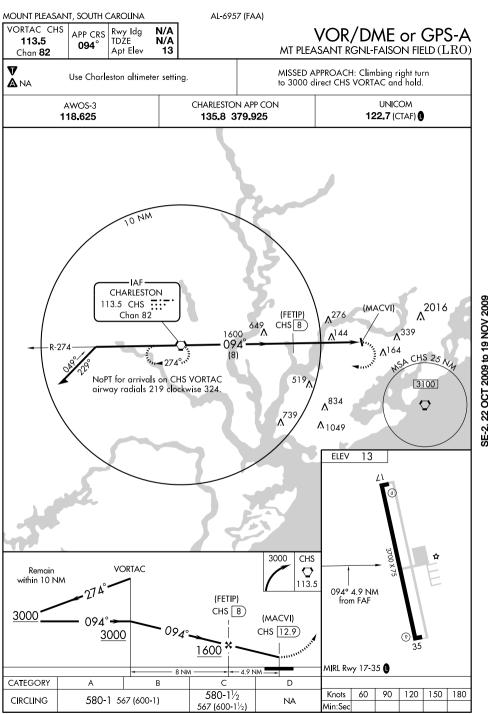


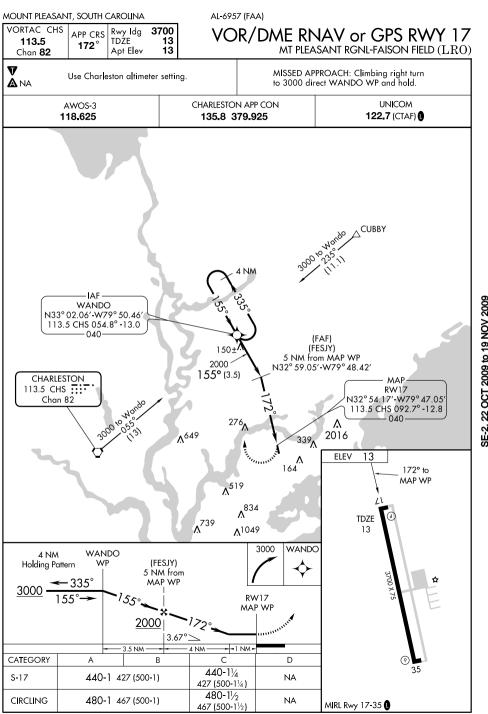
	DN, SOUTH CAROLINA AL-5662 (FAA)			MARION, SOUTH CAROLINA		
VOR/DME-A MARION COUNTY (MAO)		y Idg NA ZE NA t Elev 93	APP CRS RW TD AF	VORTAC FLO 115.2 Chan 99		
Climbing right turn to 1700 via FLO R-104 and hold.	MISSED APPROACH: to GOADD 12 DME a	er setting.	Jse Florence altimet	V A NA		
		FLORENCE APP CON * 135.25 316.15		AWOS-3 119.875		
_گ ²¹¹⁵		IAF IORENCE FICO IIIII Chan 99				
12 \(\Lambda \) 300 \(\Lambda \) \(\Lambd	FLO [7] 1500 GO. 104° (5)	2000 104° (7)	- R-284			
ELEV 93 104° 4.3 NM from FAF	3200 C	10 MM				
EU LES	1700 GOADD FLO R-104 115.2	GOADD FLO 12		FLC 7 2000		
MIRL Rwy 4-22	FLO 16.3	× 500	1	Procedure Turn NA		
Knots 60 90 120 150 180	B20-21/4	B C 820-2	5 NM —	CATEGORY		
Min:Sec		0-1) 727 (800-	820-1 727 (80	CIRCLING		

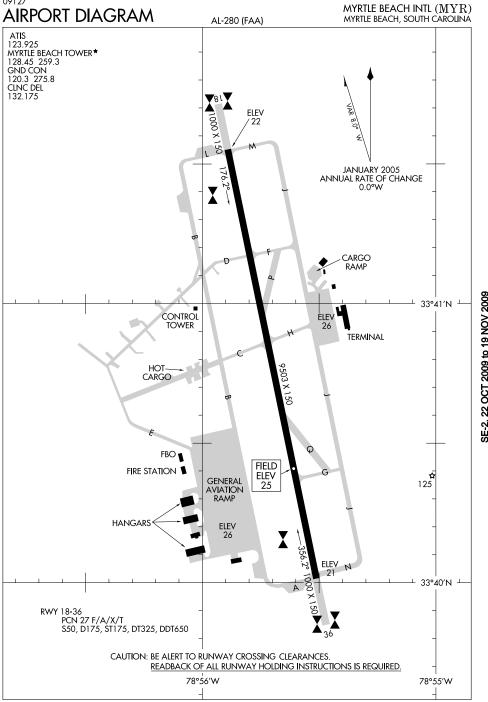


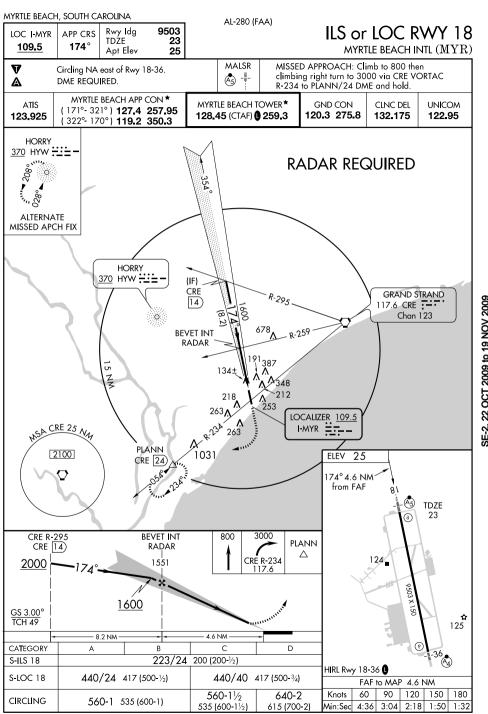


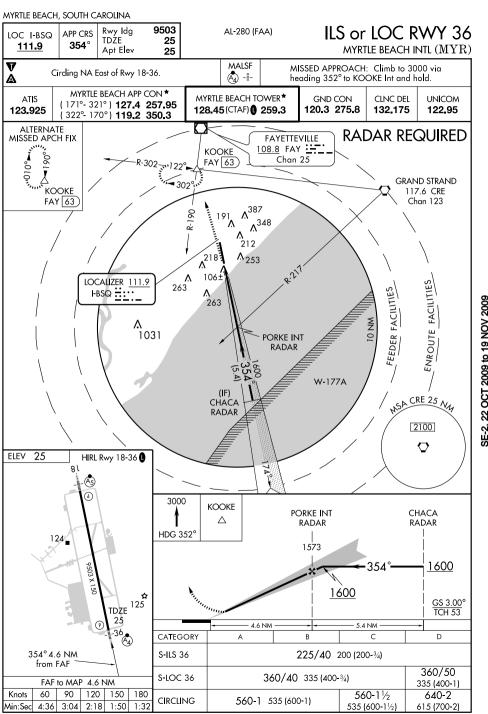


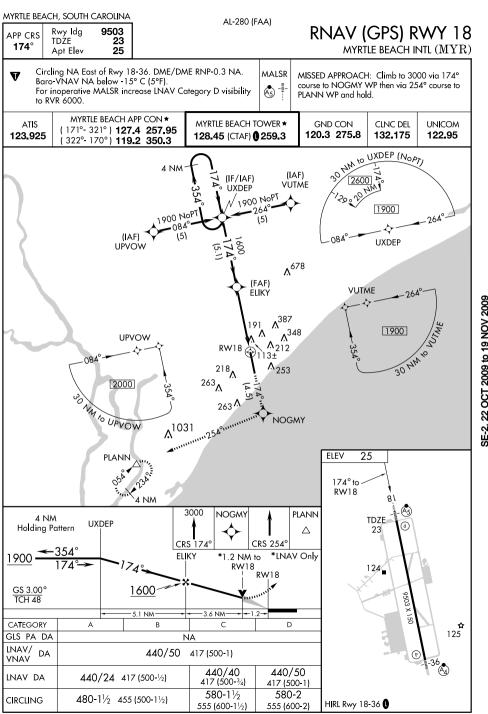


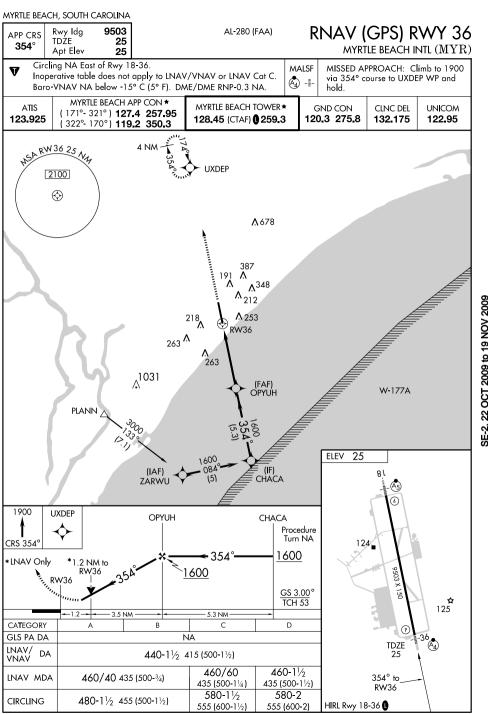


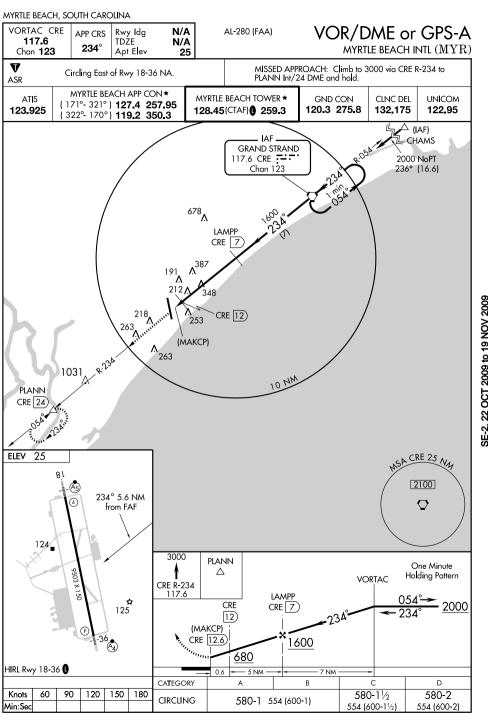


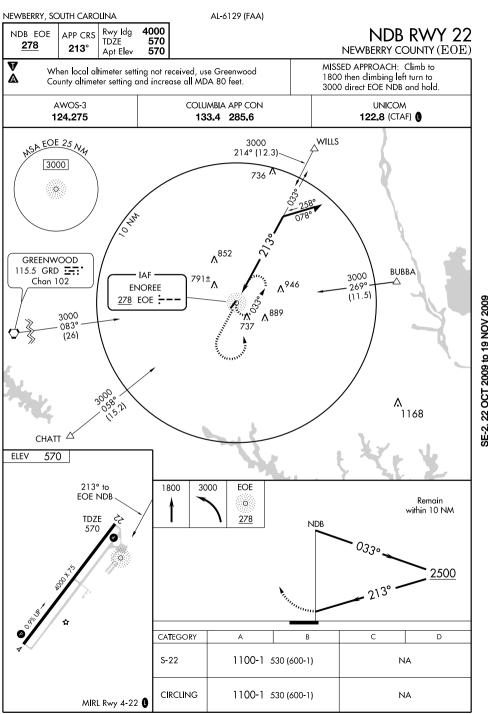


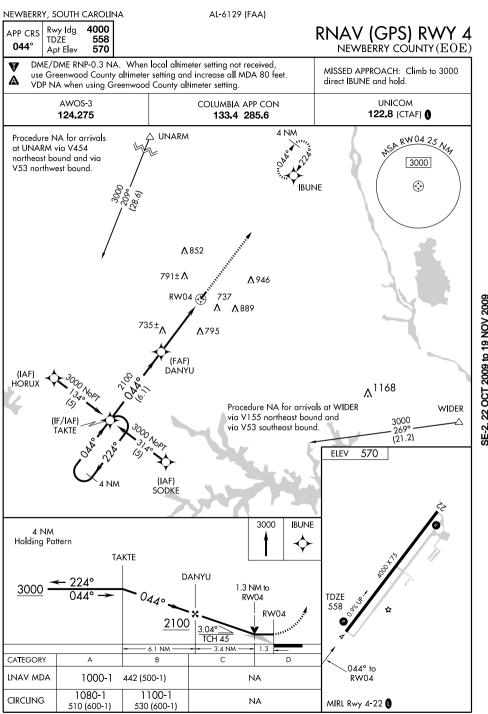


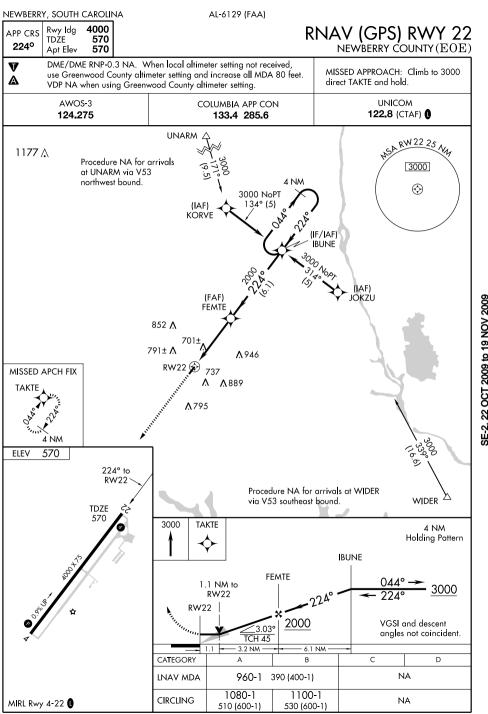


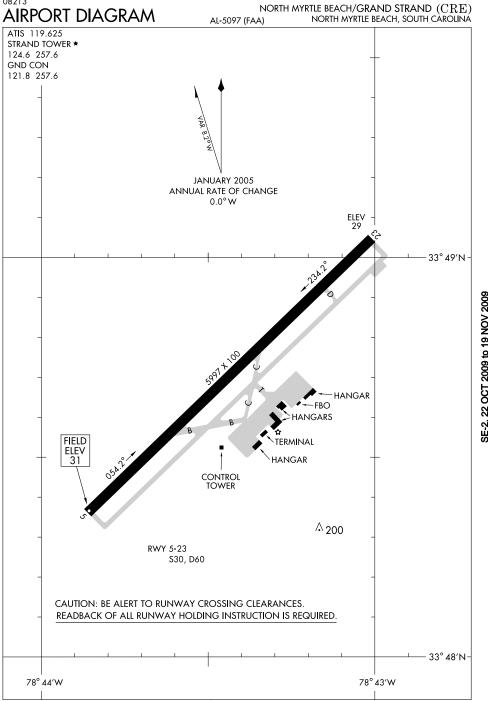


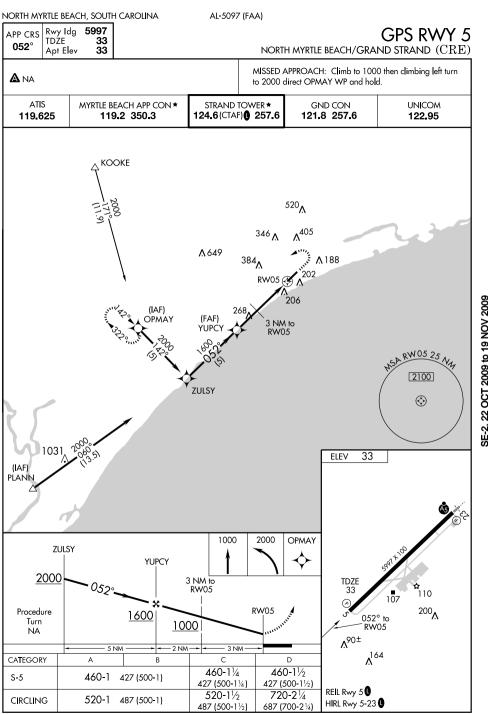


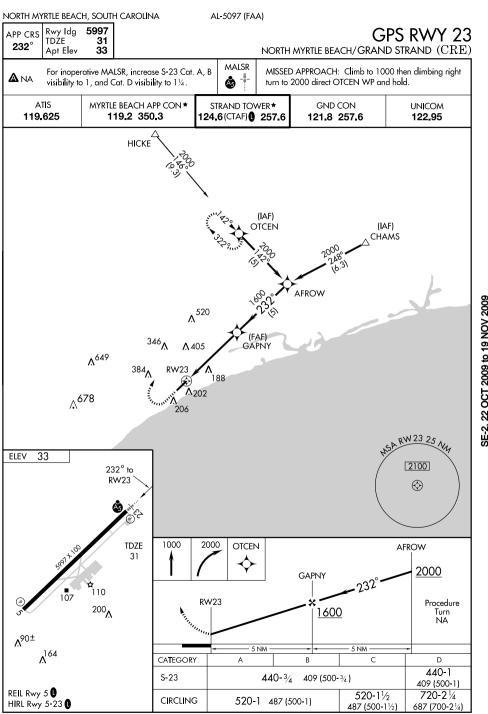


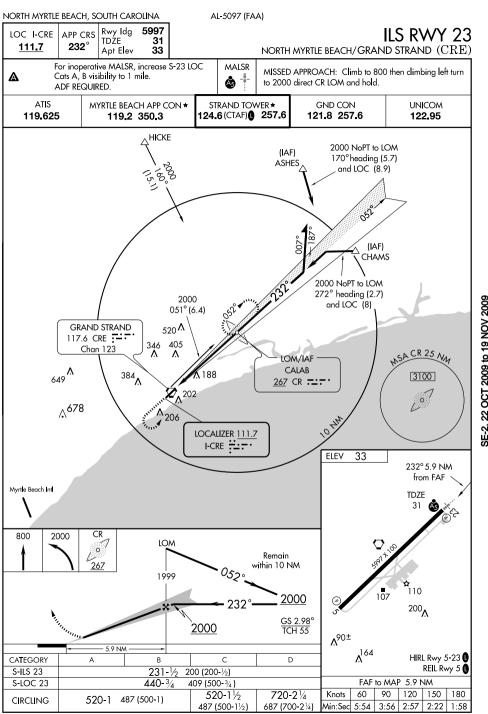


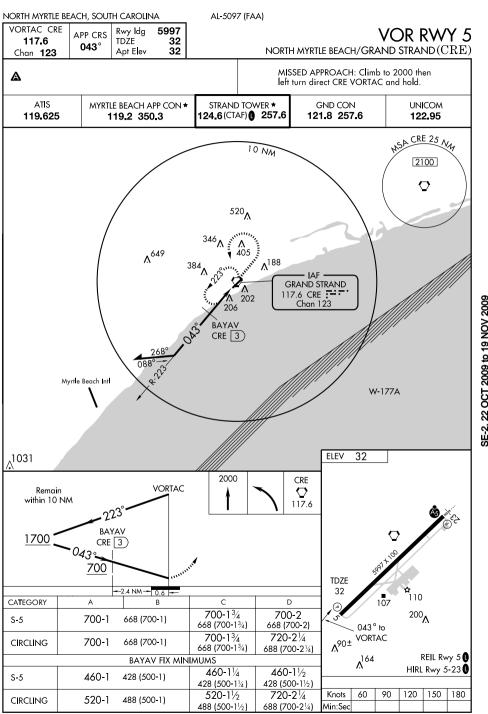


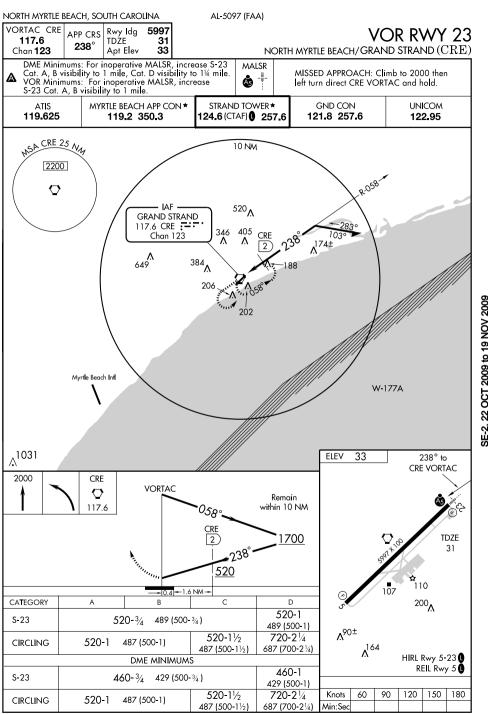


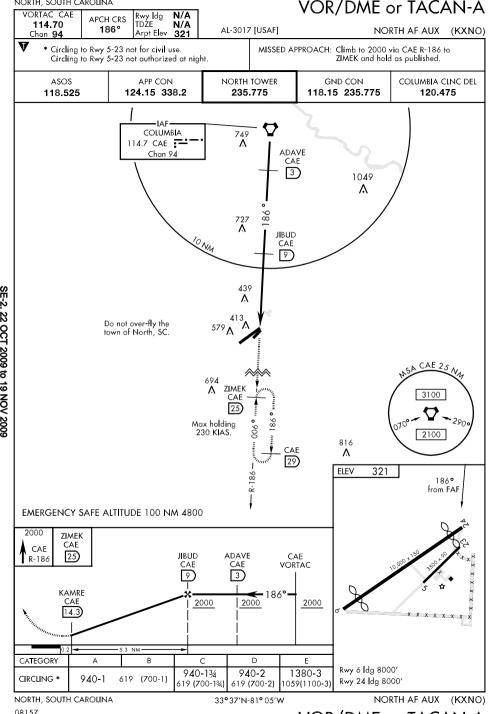


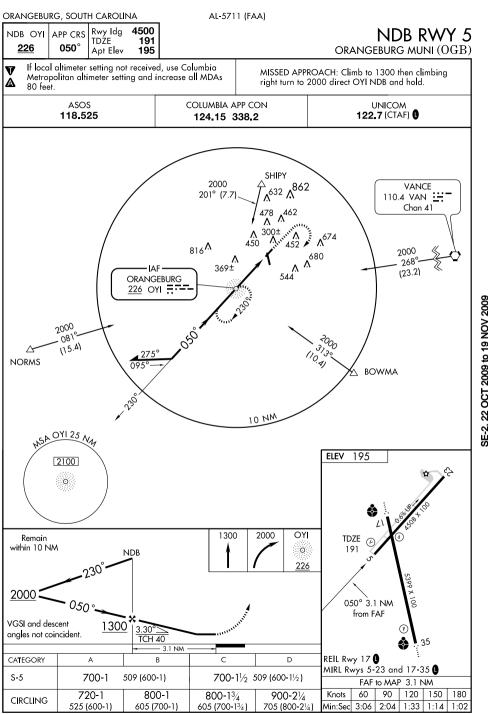


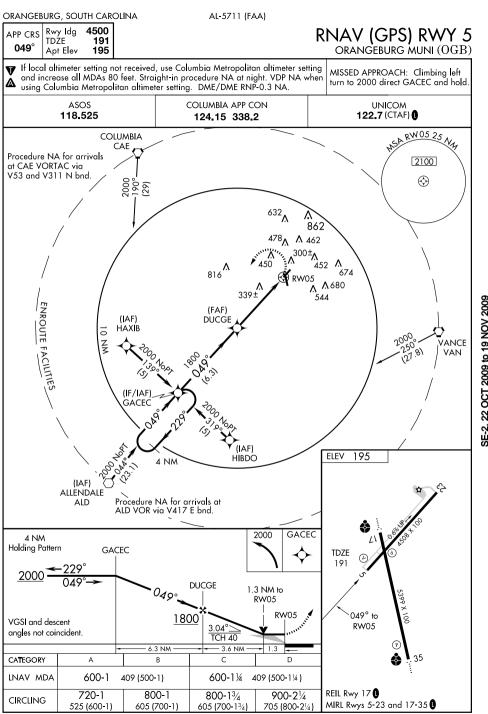


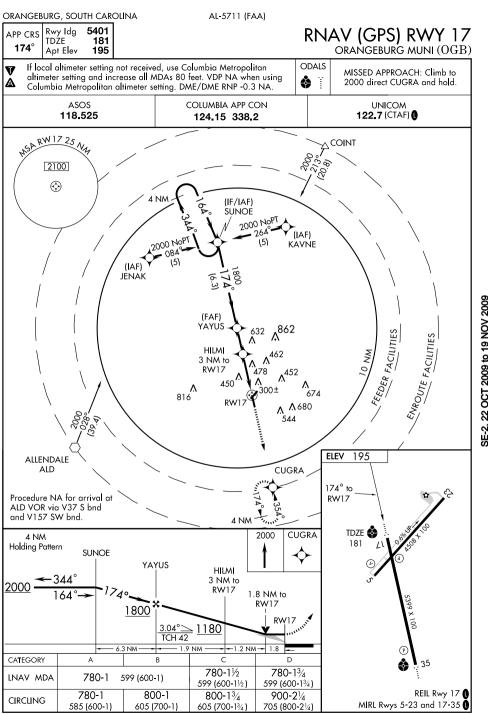


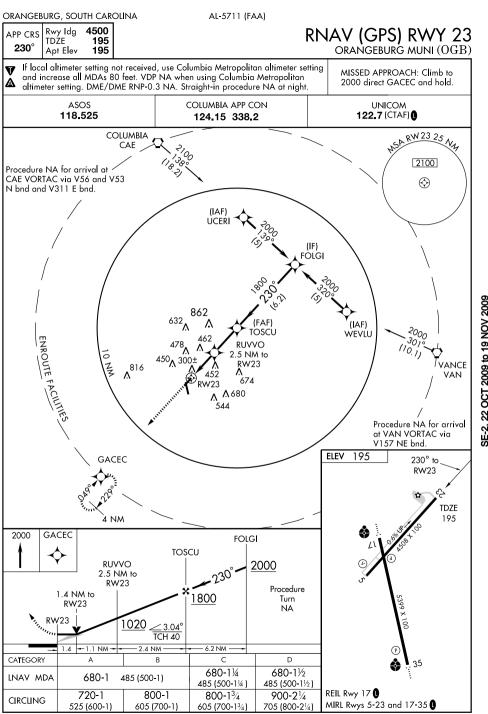


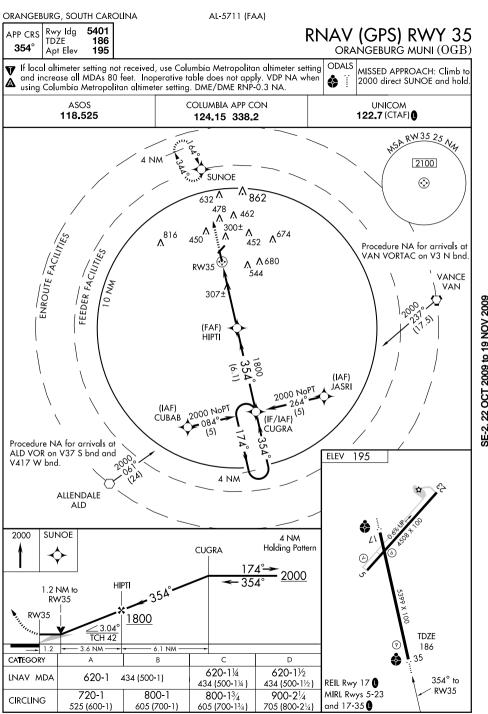


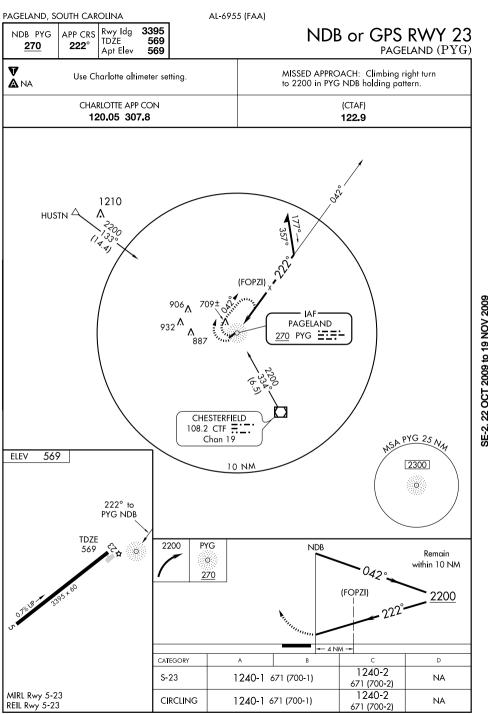


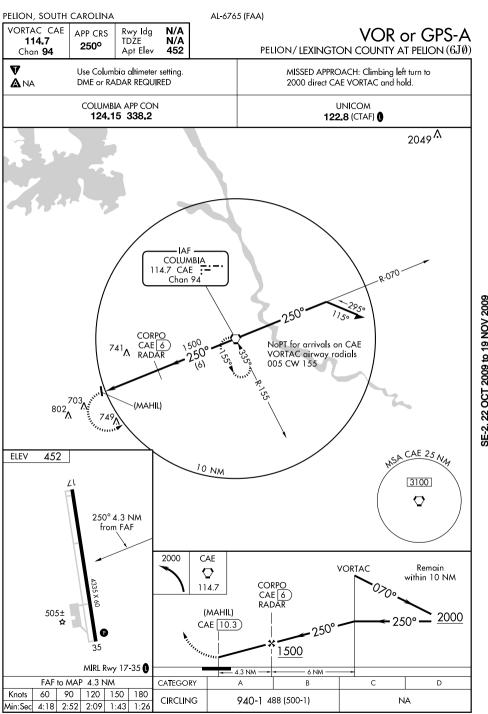


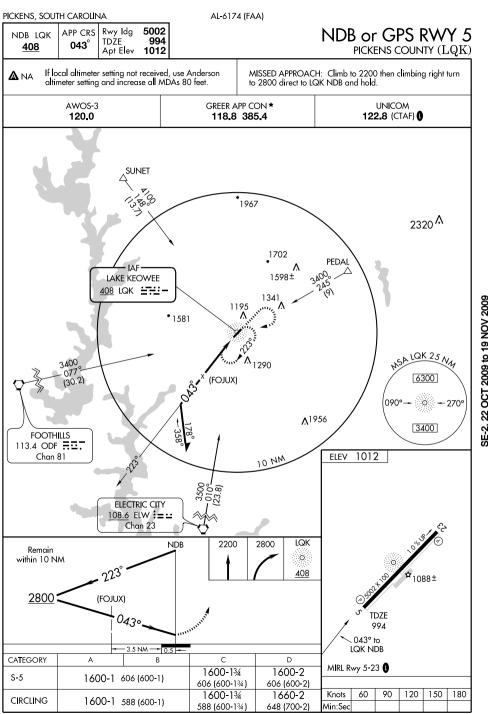


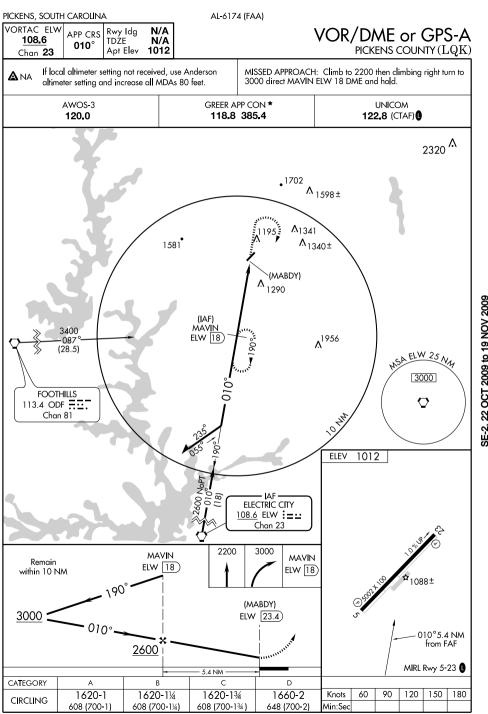












ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA) **BOBCAT TWO DEPARTURE** SL-5361 (FAA) ROCK HILL. SOUTH CAROLINA ASOS 120.775 CINC DEL CHARLOTTE 126.85 VOLUNTEER 115.0 CLT 💳 🙃 **CTAF** 116.4 VXV ∷:-123 05 Chan 111 N35° 11.42′ CHARLOTTE DEP CON N35°54 29' W80° 57.11′ 120.05 307.8 W83°53.68' HARAY For DEBIE and ZAVER transition L-25, H-9-12 N35°07.76′ use Freq 120.5 W81°45.69' 14000 14000 **HARRIS** * 2900 ZAVER < 65 € *5700 109.8 HRS :∷: 270° N35° 05.31′ 270° _ Chan 35 (40) W82°16.01′△ (25)N34° 56.58′ W83° 54.94′ L-25, H9-12 **SPARTANBURG** 115.7 SPA :=-Chan 104 N35° 02.02′ **DEBIE** CHOO CHOO W81°55.62' N34° 55.82' 115.8 GQO = =:-L-24-25, H9-12 W81° 48.53' Chan 105 NOTE: For turbojets only. N34°57.68′-W85°09.20′ NOTE: RADAR and DMÉ Required. I-25 H9-12 22 OCT 2009 to 19 NOV 2009 NOTE: Transponder code will be issued via Charlotte Clearance Delivery. NOTE: Accelerate to 250 KIAS, if unable, advise ATC. NOTE: Do not exceed 280 KIAS until advised by ATC. **ATHENS** 109.6 AHN :---Chan 33 N33° 56.86′ NOTE: Chart note to scale. W83° 19.49' L-18. H9-12 TAKEOFF MINIMUMS: RWY 2, 200-11/4 or Standard with minimum climb of 231 feet per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1700 feet prior to departure end of runway. RWY 20, Standard. V DEPARTURE ROUTE DESCRIPTION TAKEOFF RWY 2: Climb heading 016°. Thence.... TAKEOFF RWY 20: Climb heading 196°. Thence....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure. DEBIE TRANSITION (BOB2.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed. HARAY TRANSITION (BOB2.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY INT. Thence as filed. ZAVER TRANSITION (BOB2.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER INT. Thence as filed. (NARRATIVE ON FOLLOWING PAGE)

(BOB2.BOB) 08325

(BOB2.BOB) 08325 ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA) BOBCAT TWO DEPARTURE SL-5361 (FAA) ROCK HILL. SOUTH CAROLINA

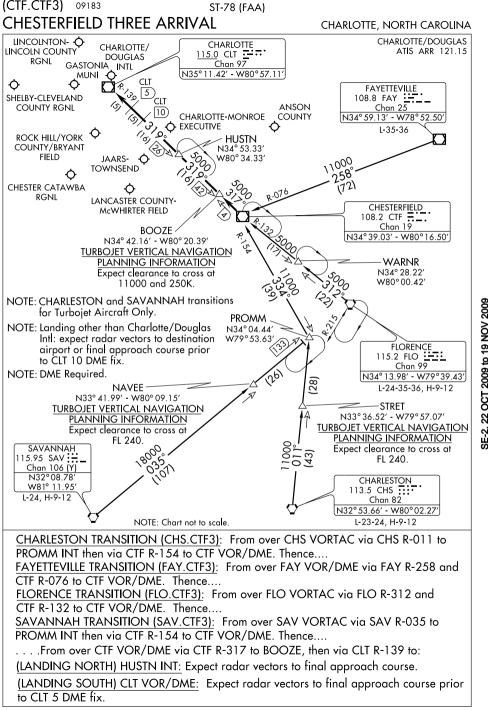
TAKEOFF OBSTACLE NOTES:

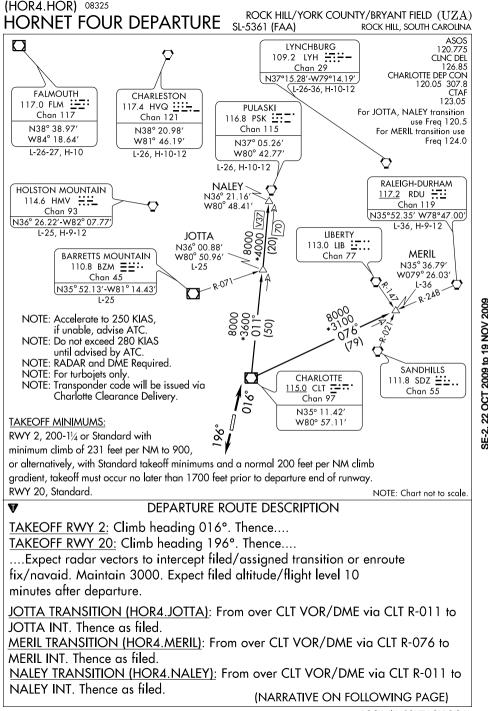
NOTE: RWY2, Trees beginning 1380 feet from DER, 166 feet left of centerline, up to 100 feet AGL/729 feet MSL. Powerline tower 5476 feet from DER, 780 feet left of centerline, 180 feet AGL/819 feet MSL. Vehicle on road and trees beginning 12 feet

from DER, 448 feet right of centerline, up to 100 feet AGL/759 feet MSL. Trees beginning 1856 feet from DER, 26 feet right of centerline, up to 100 feet AGL/739 feet MSL. Powerline tower 4535 feet from DER, 1712 feet right of centerline, 180 feet AGL/789 feet MSL.

NOTE: RWY20, Trees beginning 984 feet from DER, 704 feet left of centerline, up to 100 feet AGL/779 feet MSL. Trees beginning 2342 feet from DER, 64 feet left of centerline, up to 100 feet AGL/788 feet MSL. Terrain beginning 208 feet from DER, 275 feet right of centerline, up to 0 feet AGL/688 feet MSL. Trees beginning 1520 feet from DER, 747 feet right of centerline, up to 100 feet AGL/

788 feet MSL. Trees beginning 2708 feet from DER, 3 feet right of centerline, up to 100 feet AGL/763 feet MSL.





(HOR4.HOR) 08325
HORNET FOUR DEPARTURE SL-5361 (FAA) ROCK HILL, SOUTH CAROLINA

TAKEOFF OBSTACLE NOTES:
NOTE: RWY2, Trees beginning 1380 feet from DER, 166 feet left of centerline, up to

NOTE: RWY2, Trees beginning 1380 feet from DER, 166 feet left of centerline, up to 100 feet AGL/729 feet MSL. Powerline tower 5476 feet from DER, 780 feet left of centerline, 180 feet AGL/819 feet MSL. Vehicle on road and trees beginning 12 feet from DER, 448 feet right of centerline, up to 100 feet AGL/759 feet MSL. Trees

from DER, 448 feet right of centerline, up to 100 feet AGL/759 feet MSL. Trees beginning 1856 feet from DER, 26 feet right of centerline, up to 100 feet AGL/739 feet MSL. Powerline tower 4535 feet from DER, 1712 feet right of centerline, 180 feet AGL/789 feet MSL.

NOTE: RWY20, Trees beginning 984 feet from DER, 704 feet left of centerline, up to 100 feet AGL/779 feet MSL. Trees beginning 2342 feet from DER, 64 feet left of centerline, up to 100 feet AGL/788 feet MSL. Terrain beginning 208 feet

left of centerline, up to 100 feet AGL/788 feet MSL. Terrain beginning 208 feet from DER, 275 feet right of centerline, up to 0 feet AGL/688 feet MSL. Trees beginning 1520 feet from DER, 747 feet right of centerline, up to 100 feet AGL 788 feet MSL. Trees beginning 2708 feet from DER, 3 feet right of centerline, up to 100 feet AGL/763 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

(HUG8.HUG) 08325 ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA) HUGO EIGHT DEPARTURE ROCK HILL SOUTH CAROLINA SL-5361 (FAA) ASOS 120.775 LYNCHBURG CINC DEL 109.2 LYH 126.85 CHARLESTON Chan 29 CTAF 117.4 HVQ :::: N37°15.28′ W79°14.19′ 123.05 Chan 121 L-26-36, H-10-12 N38°20.98′ W81°46.19 L-26, H-10-12 **SADIE** N36° 41.81′ W81° 33.61′ HOISTON MOUNTAIN PULASKI 114.6 HMV ::: 116.8 PSK ::: Chan 93 Chan 115 N36°26.22′ W82°07.77 N37°05.26′ W80°42.77 L-25, H-9-12 L-26, H-10-12 CHARLOTTE NORTHWEST 115.0 CLT 💳 🙃 CHARLOTTE DEP CON Chan 97 ROBAY 134.75 257.2 N36° 03.77′ N35°11.42′ W80°57.11′ W81° 18.07′ SUGARLOAF MOUNTAIN 112.2 SUG <u>∷</u>: RALEIGH-DURHAM <u>117.2</u> RDU <u>∷</u> Chan 59 N35°24.39′ W82°16.12′ Chan 119 L-25 N35°52.35′ W78°47.00′ PITTY L-36, H-9-12 (45) **GIPPR** N35°19.82' 11000 W81° 51.09′ N35°12.58′ **FOOTHILLS** *2900 W79° 59.13' 113.4 ODF 2869 V54-409 L-25-36 Chan 81 - R-272 -**₹** 1000 093° N34° 41.75′ DFBIF *2600 11000 W83° 17.86′ N34° 55.82' *3100 L-25, H-9-12 W81° 48.53 SANDHILLS (48)111.8 SDZ <u>∺:</u> **GREENWOOD** Chan 55 115.5 GRD --: Chan 102 N34° 15.09′ W82° 09.25′ L-24, H-9-12 ANDYS 4 **CHOPN** CHESTERFIELD 108.2 CTF ... N34° 22.25′ ∆ N34° 14.90′ ELECTRIC CITY W81° 08.63′ W80°32.35′ 108.<u>6</u> ELW :=.. Chan 19 COLLIERS Chan 23 SOUTHEAST 113.9 IRQ 🗀 N34° 25.15' CHARLOTTE DEP CON Chan 86 W82° 47.08' 128.325 307.8 N33°42.44′ W82°09.72′ L-18 L-24, H-9-12 NOTE: TURBOPROPS: Operate in a manner that will result in best COLUMBIA 114.7 CAE :--forward speed and climb rate. TAKEOFF MINIMUMS: Chan 94 NOTE: RADAR and DME Required. NOTE: For propeller aircraft only. N33°51.43′ W81°03.23′ RWY 2, 200-11/4 or Standard with L-24, H-9-12 NOTE: Transponder code will be issued minimum climb of 231 feet per NM to via Charlotte Clearance Delivery. 900, or alternatively, with Standard takeoff minimums and a SAVANNAH normal 200 feet per NM climb gradient, takeoff must occur 115.95 SAV **∷**_ no later than 1700 feet prior to departure end of runway. Chan 106 (Y) N32°08.78′ W81°11.95′ RWY 20, Standard. L-24, H-9-12 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

SE-2 22 OCT 2009 to 19 NOV 2009

(HUG8.HUG) 08325 ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)HUGO EIGHT DEPARTURE

SL-5361 (FAA)

ROCK HILL. SOUTH CÀROLINÁ

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016°. Thence....

TAKEOFF RWY 20: Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

to ANDYS INT. Thence as filed. CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN INT. Thence as filed. DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to

ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196

DEBIE INT. Thence as filed.

V

GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to

GIPPR INT. Thence as filed.

PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to

PITTY INT Thence as filed ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY INT. Thence as filed.

SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY2, Trees beginning 1380 feet from DER, 166 feet left of centerline, up to

100 feet AGL/729 feet MSL. Powerline tower 5476 feet from DER, 780 feet left of

centerline, 180 feet AGL/819 feet MSL. Vehicle on road and trees beginning 12 feet from DER, 448 feet right of centerline, up to 100 feet AGL/759 feet MSL. Trees beginning 1856 feet from DER, 26 feet right of centerline, up to 100 feet AGL/739

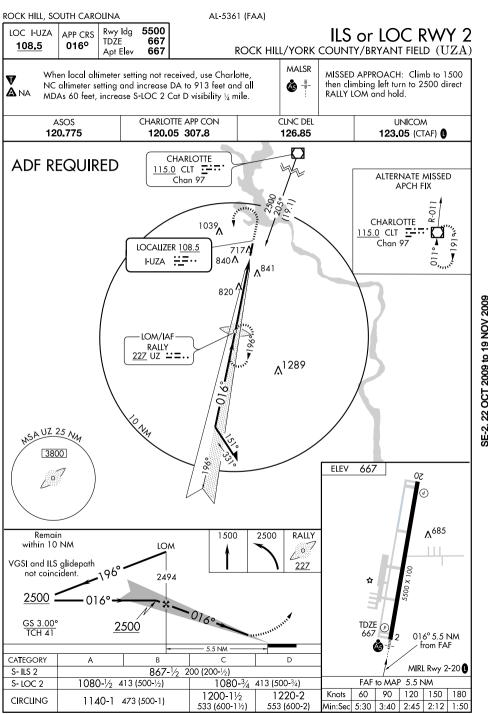
feet MSL. Powerline tower 4535 feet from DER, 1712 feet right of centerline, 180

feet AGL/789 feet MSL. NOTE: RWY20, Trees beginning 984 feet from DER, 704 feet left of centerline.

up to 100 feet AGL/779 feet MSL. Trees beginning 2342 feet from DER, 64 feet left of centerline, up to 100 feet AGL/788 feet MSL. Terrain beginning 208 feet from DER, 275 feet right of centerline, up to 0 feet AGL/688 feet MSL. Trees beginning 1520 feet from DER, 747 feet right of centerline, up to 100 feet AGL/

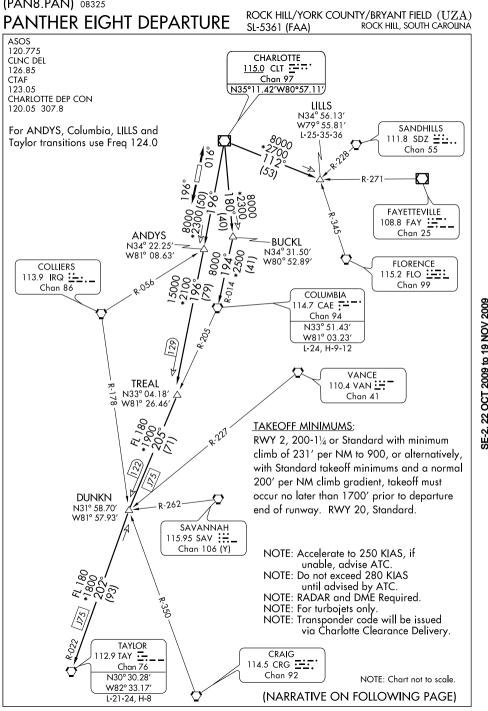
788 feet MSL. Trees beginning 2708 feet from DER, 3 feet right of centerline, up to 100 feet AGL/763 feet MSL.

SE-2 22 OCT 2009 to 19 NOV 2009



(MAJIC.MAJIC1) 09183 ST-78 (FAA) MAJIC ONE ARRIVAL CHARLOTTE, NORTH CAROLINA CHARLOTTE/DOUGLAS ROANOKE ATIS ARR 121.15 109.4 ROA : CHARLOTTE APP CON Chan 31 (001° -119°) 128.32 N37°20.61′ - W80°04.23′ LYNCHBURG (120° -245°) 120.05 L-26, H-10-12 109.2 LYH 🗔 (246° -360°) 134.75 15NM 181° (61) Chan 29 (180° -359°) 257.2 N37° 15.28′ (360° -179°) 307.8 MAYOS W79° 14.19′ N36° 19.59′ - W79° 59.79′ L-26-36, H-10-12 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL220. KELLS N36° 35.17' MAJIC W79° 47.17′ N35°48.71′ - W80°26.17′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION RALEIGH/DURHAM Expect to cross at 13,000'/250K. 117.2 RDU **∷**ः Chan 119 N35° 52.35' W78° 47.00' L-36, H-9-12 11000 SUDSY -273° N35° 44.58′ (40)W80° 29.63' LIBERTY 113.0 LIB :-:: LINCOLNTON-CLT Chan 77 LINCOLN COUNTY **GIZMO** 10) N35° 48.70′ N35° 32.99′ W80° 39.29′ **RGNL** W79° 36.76′ SHELBY-CLT CHARLOTTE CLEVELAND DOUGLAS A 5 COUNTY RGNL INTL CHARLOTTE NOTE: DME required. 115.0 CLT -NOTE: RADAR required for LIB R-273. GASTONIA MUN NOTE: Landing other than Charlotte/ N35°11.42′ - W80°57.11′ Douglas Intl; expect radar ROCK HILL/YORK CHARLOTTE-MONROE vectors to destination airport COUNTY/BRYANT **EXECUTIVE** ANSON or final approach course prior **FIELD** COUNTY JAARSto CLT 10 DME fix. TOWNSEND CHESTER CATAWBA **RGNL** LANCASTER COUNTY-McWHIRTER FIELD NOTE: Chart not to scale. LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . . LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . . ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence.From over MAJIC via CLT R-039 to: LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix. LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2 22 OCT 2009 to 19 NOV 2009



(PAN8.PAN) 08325 ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA) PANTHER EIGHT DEPARTURE

SL-5361 (FAA)

ROCK HILL SOUTH CAROLINÁ

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RWY 2: Climb heading 016°. Thence.... TAKEOFF RWY 20: Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute

fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed. COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180

and CAE R-014 to CAE VORTAC. Thence as filed. LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to

LILLS INT. Thence as filed.

TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196 to CAE R-205 and TAY R-022 to TAY VORTAC. Thence as filed.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY2, Trees beginning 1380 feet from DER, 166 feet left of centerline, up to 100 feet AGL/729 feet MSL. Powerline tower 5476 feet from DER, 780 feet left of centerline, 180 feet AGL/819 feet MSL. Vehicle on road and trees beginning 12 feet from DER, 448 feet right of centerline, up to 100 feet AGL/759 feet MSL. Trees beginning 1856 feet from DER, 26 feet right of centerline, up to 100 feet AGL/739

feet MSL. Powerline tower 4535 feet from DER, 1712 feet right of centerline, 180 feet AGL/789 feet MSL. NOTE: RWY20, Trees beginning 984 feet from DER, 704 feet left of centerline, up to 100 feet AGL/779 feet MSL. Trees beginning 2342 feet from DER, 64 feet

left of centerline, up to 100 feet AGL/788 feet MSL. Terrain beginning 208 feet from DER, 275 feet right of centerline, up to 0 feet AGL/688 feet MSL. Trees beginning 1520 feet from DER, 747 feet right of centerline, up to 100 feet AGL/ 788 feet MSL. Trees beginning 2708 feet from DER, 3 feet right of centerline, up to 100 feet AGL/763 feet MSL.

22 OCT 2009 to 19 NOV 2009

